



LOUISIANA STATEWIDE TRANSPORTATION PLAN

Draft Recommendations

Baton Rouge, LA January 9, 2003







- Louisiana's first statewide, multimodal transportation plan was adopted in 1996
- An update of this Plan began in July 2000 with a conference in New Orleans
- ➤ Update duration = July 2000 March 2003
- Horizon year = 2030
- Economic growth for the state is a major focus





- > Addresses both freight and passenger transport
- Includes all modes of transportation:

- highways

ports & waterways

- aviation

- surface passenger

- railroads

- bicycle & pedestrian

- trucking

- public transit

- intermodal

- ITS





Includes extensive outreach:

- 2 Transportation Conferences
- Website <u>www.lastateplan.org</u>
- Newsletters
- 8 Advisory Councils
- Review & comment period on the draft plan





Advisory Councils

- 1. Aviation
- 2. Freight Railroad
- 3. Intelligent Transportation Systems (ITS)
- 4. Ports & Waterways
- 5. Regional Planning Officials
- 6. Surface Passenger (passenger rail, bus)
- 7. Trucking
- 8. Intermodal





- **Policy Commission** in place to make final decisions based upon Advisory Council recommendations.
- ➤ Act 437 enacted in 2001 created the "Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission"





LIIEP Policy Commission – 13 Members

- Governor
- Assistant Chief of Staff Office of the Governor
- DOTD Secretary Commission Chair
- Commissioner of Administration
- DED Secretary
- President of the Senate
- Speaker of the House
- Senate Transportation Committee Chair
- House Transportation Committee Chair
- Senate Commerce Committee Chair
- House Commerce Committee Chair
- 2 Business Representatives appointed by Governor





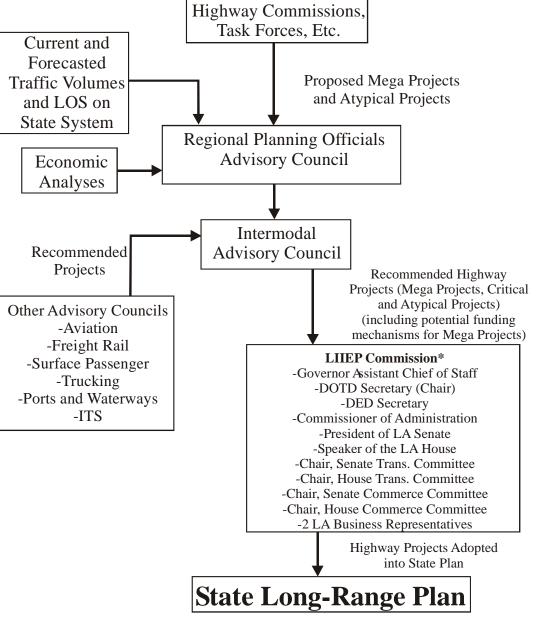
LIIEP Commission Functions:

- Serve as Policy Committee for the update of the Statewide Transportation Plan
- ➤ Serve as the advocate for funding for transportation infrastructure & services critical to economic growth in Louisiana
- Oversee and guide implementation of the Plan

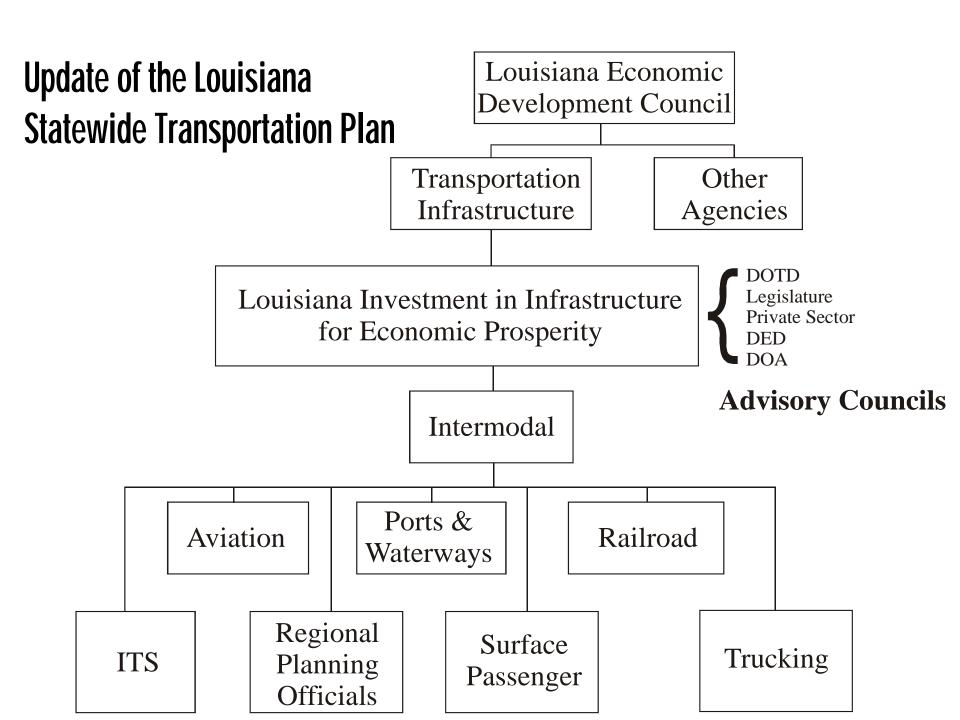


Statewide Long-Range Transportation Planning Process





*formerly "Statewide Intermodal Transportation Plan Steering Committee"







Mission

To Develop a long-range, statewide, multimodal transportation plan that:

- ✓ Meets the goals and objectives approved by the LIIEP Commission
- ✓ Addresses the planning factors in TEA-21
- ✓ Addresses the applicable benchmarks in Louisiana: Vision 2020





Overview of This Conference

- > Present the Draft Plan to you
- Answer questions concerning process & results
- Receive feedback regarding the overall plan





Draft **Louisiana Statewide Transportation Plan**











Terms

>\$ GROSS = Real Dollars

>\$ BASE = Net Present Value in 2002

>TAKE-DOWNS = Revenues / Expenses Excluded





Four Revenue Scenarios

```
▶1A = Baseline
```

➤1B = Adjustments in Year 11 & 21

≥2 = Adds \$250 Million in Year 1 (State)

→ 3 = Adds \$150 Million in Year 1 (Federal Highway); proportionate increase in Federal Transit Funds





Scenario "Take-Downs"

ightharpoonupTIMED Funds = \$4.55 B

>Self-Generating = \$1.66 B

≻DOTD Operations = (varies)

>FTA = \$2.82 B

➤State Aviation = \$176 M

>Transfers = \$4.72 B





Scenario 1A Revenues (Existing Revenues, No Adjustment for Inflation)

Gross Federal & State Highway = \$21.54 B

➤ Base Highway = \$12.96 B





Scenario 1B Revenues (Existing Revenues, Adjusted for Inflation Every 10 Years)

```
➢ Gross Federal & State Highway = $26.52 B
```

➤ Base Highway = \$15.73 B

➢ Increase (in Highway) Over 1A = \$2.77 B (Base)





Scenario 2 Revenues (\$250M Increase in Year 1, Adjusted for Inflation Every 10 Years)

```
➤ 1B Gross Highway
= $26.52 B
```

+ ▲ State (Highway) = \$7.10 B

+ ▲ State (Non-Highway) = \$2.65 B

= Base Highway = \$21.08 B

= Base Non-Highway = \$1.58 B

➢ Increase (Highway) Over 1B = \$5.35 B (Base)

➢ Increase (Non-Highway) Over 1B = \$1.58 B (Base)





Scenario 3 Revenues

(\$150M Increase in Year 1 [Federal], Adjusted for Inflation Every 10 Years)

Scenario 2 Gross Highway + Non-Highway = \$38.21 B

+ ▲ Gross Federal Highway = \$5.57 B

+ ▲ Gross Federal Transit = \$167 M

+ ▲ Base Federal Transit = \$94 M

= Base Highway (State + Federal) = \$24.45 B

= Base Non-Highway (State) = \$1.58 B

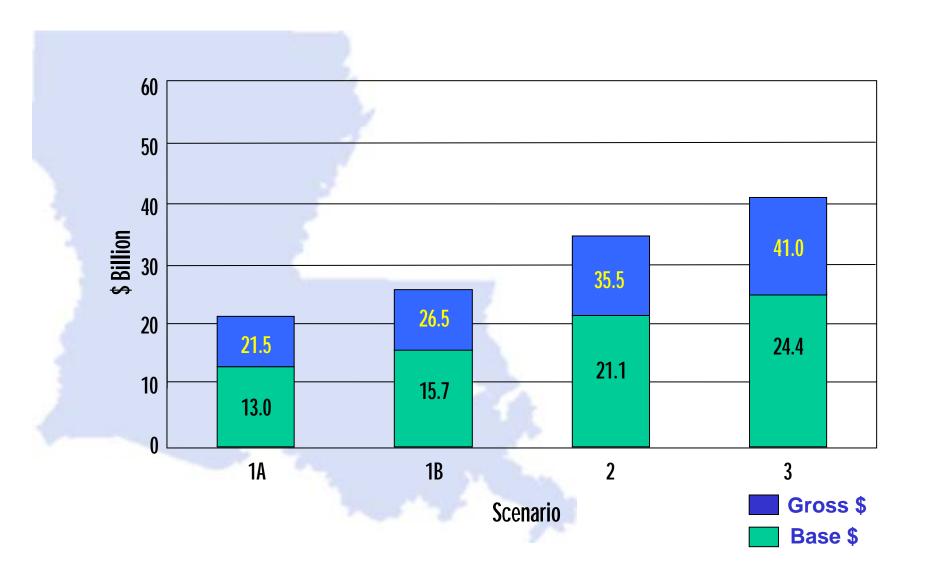
➢ Increase (in Highway) Over Scenario 2 = \$3.37 B (Base)

➤ Increase (Non-Highway) Over Scenario 2 = \$0



Highway Funding Summary











Highway Needs Pavement Preservation & Rehabilitation — Interstate



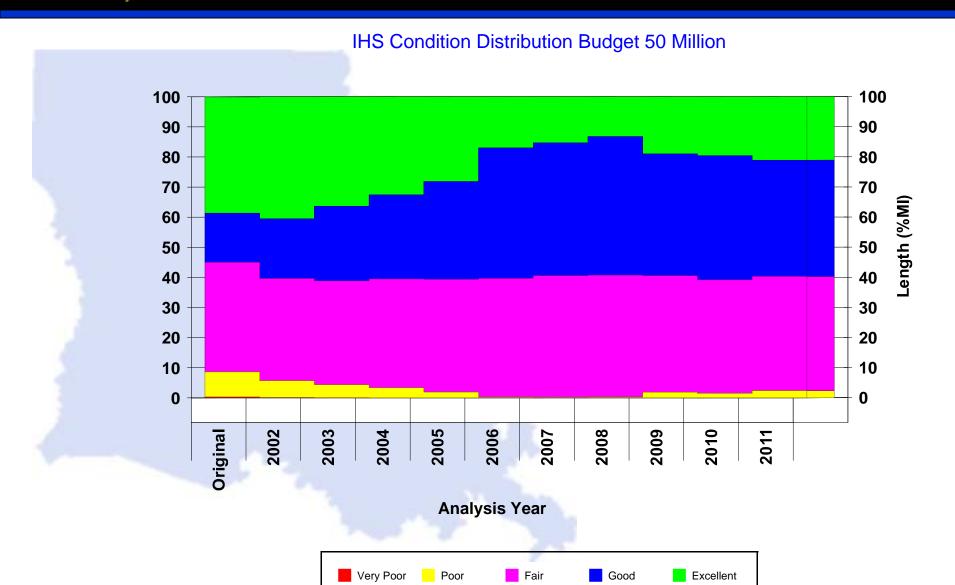
IHS Average Network Condition Based On Roughness





Highway Needs nsportation Plan Update Pavement Preservation & Rehabilitation — Interstate

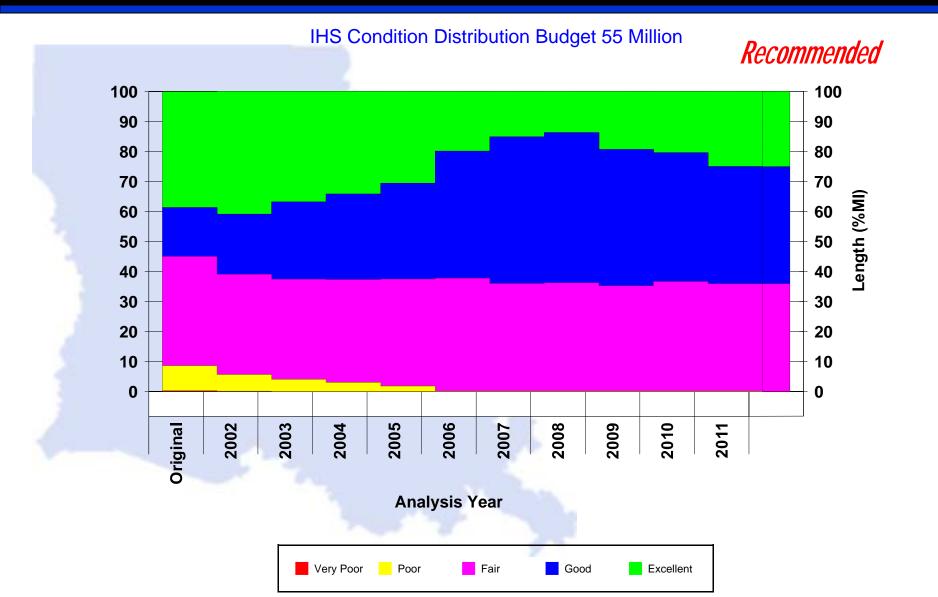






Highway Needs Pavement Preservation & Rehabilitation — Interstate

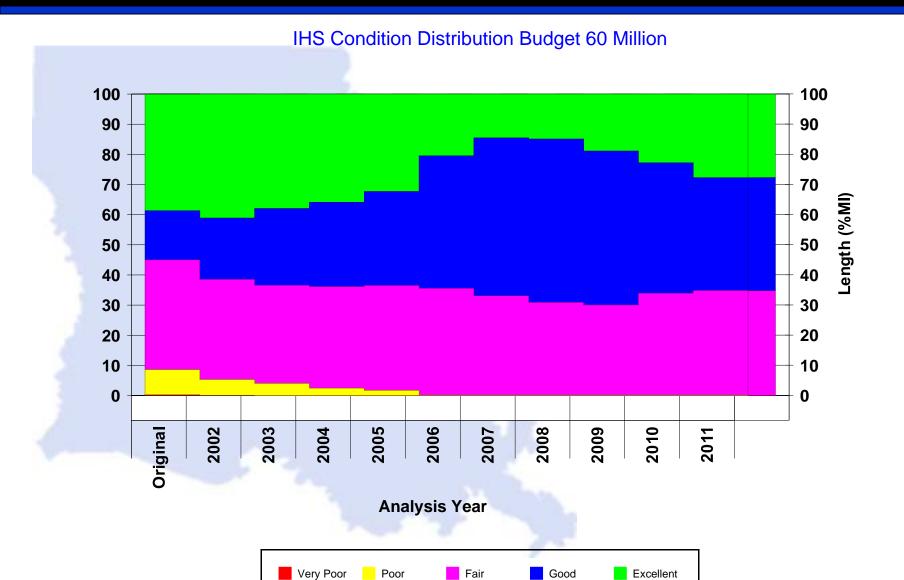






Highway Needs Pavement Preservation & Rehabilitation — Interstate



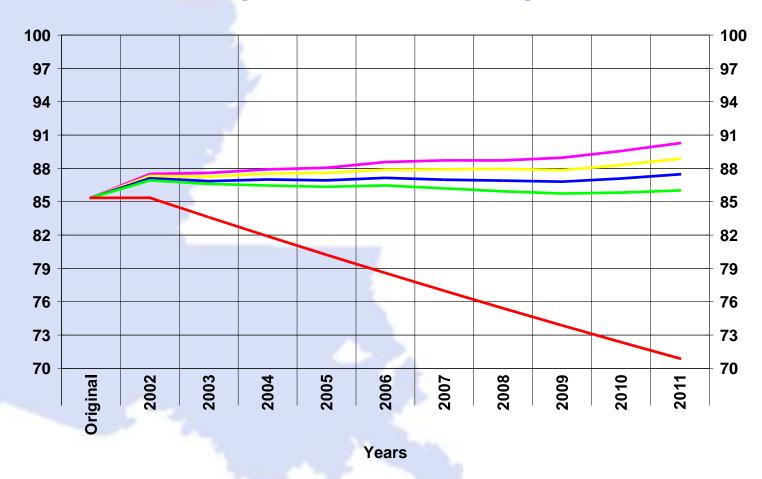




NHS_36_Million — NHS_44_Million



NHS Average Network Condition Based On Roughness



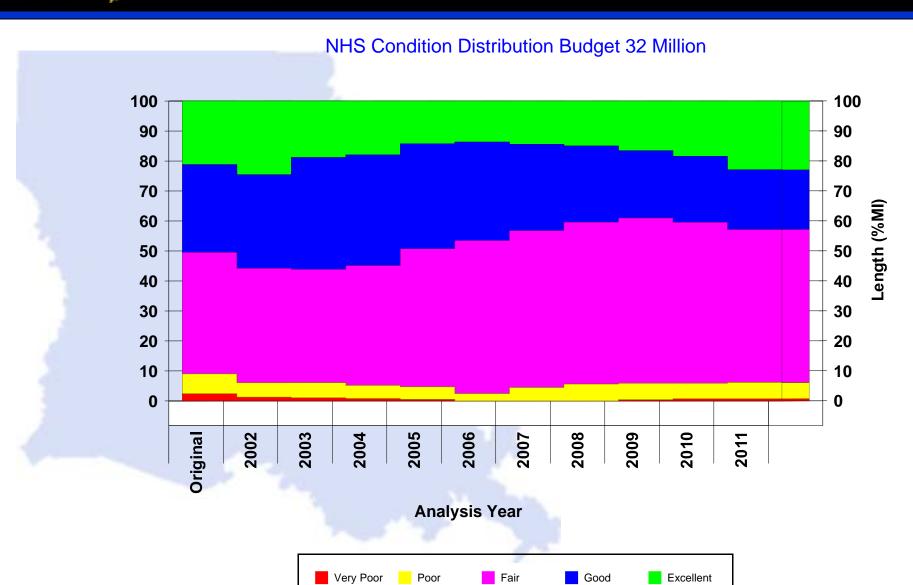
NHS 40 Million

NHS_0_Million

NHS 32 Million







Poor

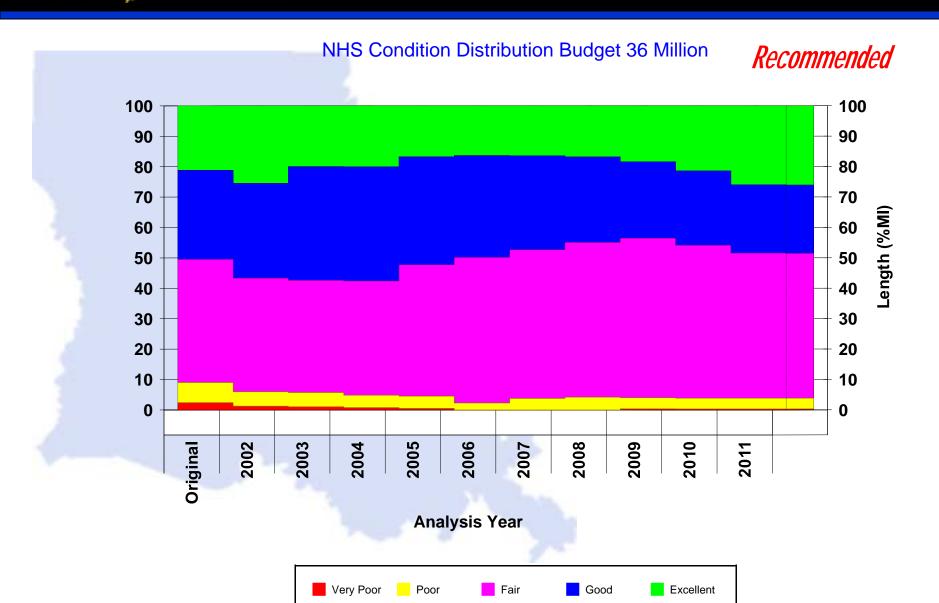
Fair

Good

Excellent



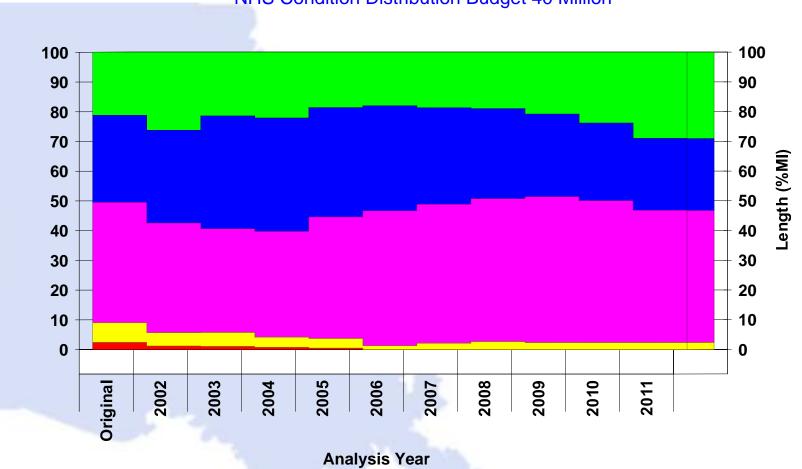










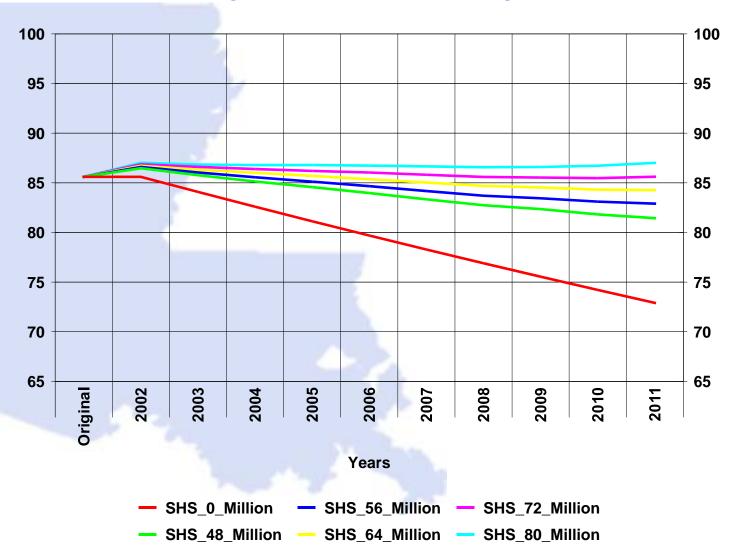








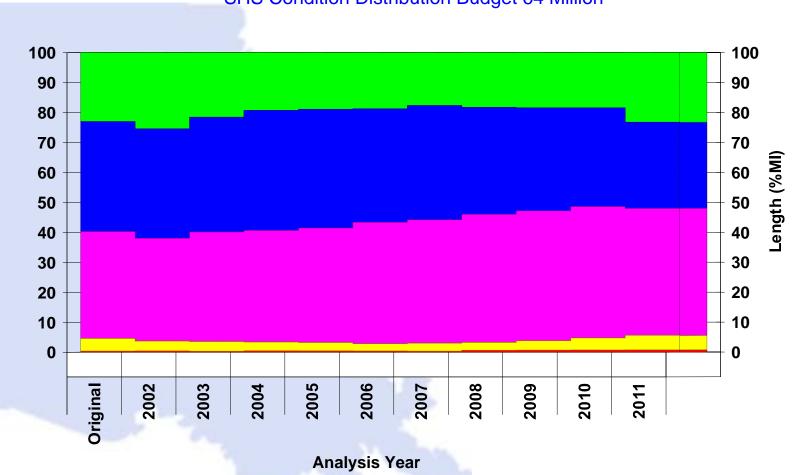
SHS Average Network Condition Based On Roughness







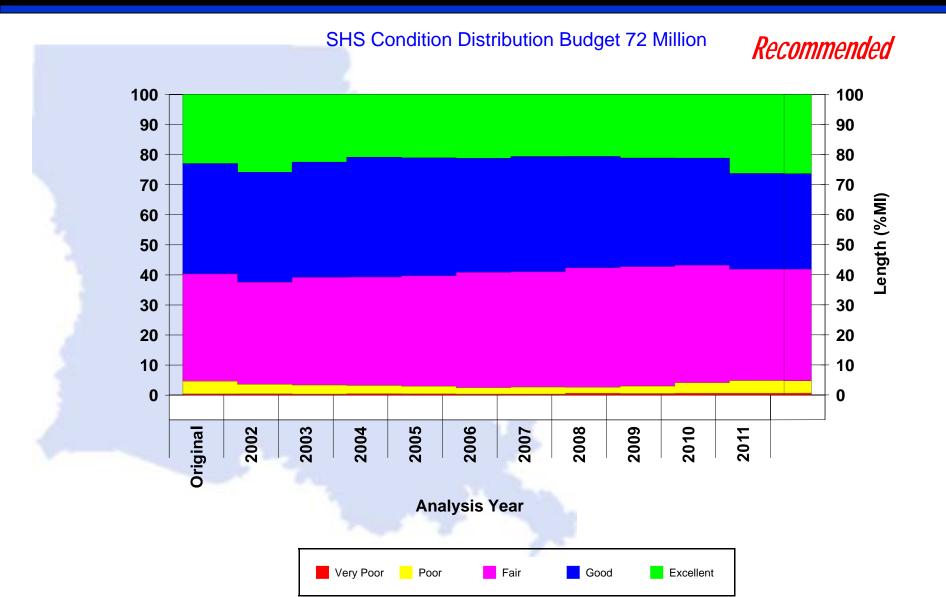








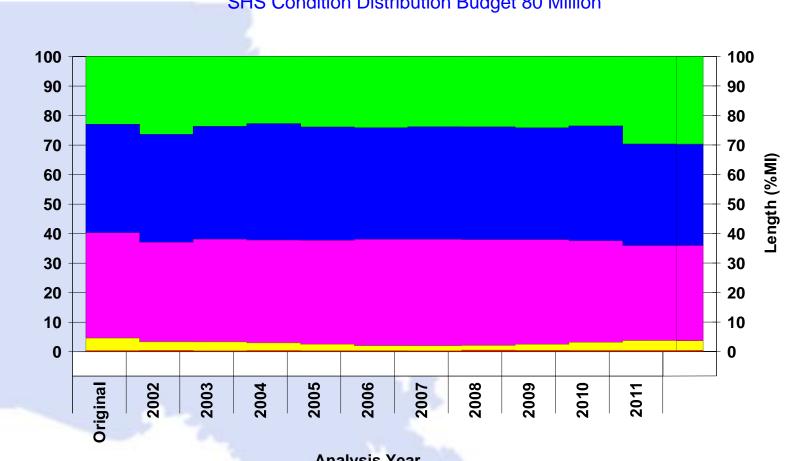












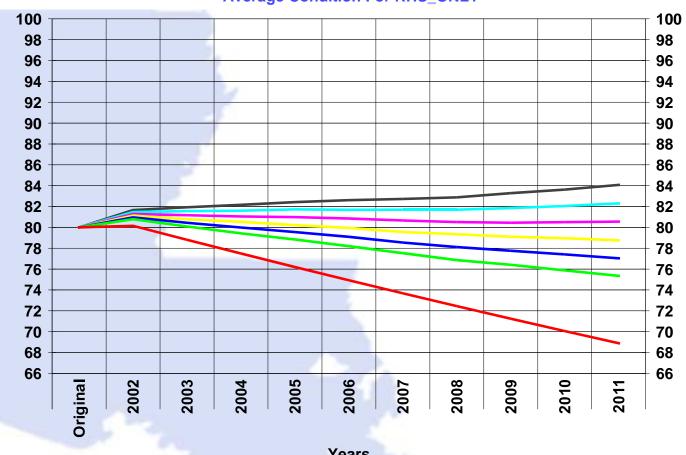
Analysis Year







Average Condition For RHS_ONLY



Years

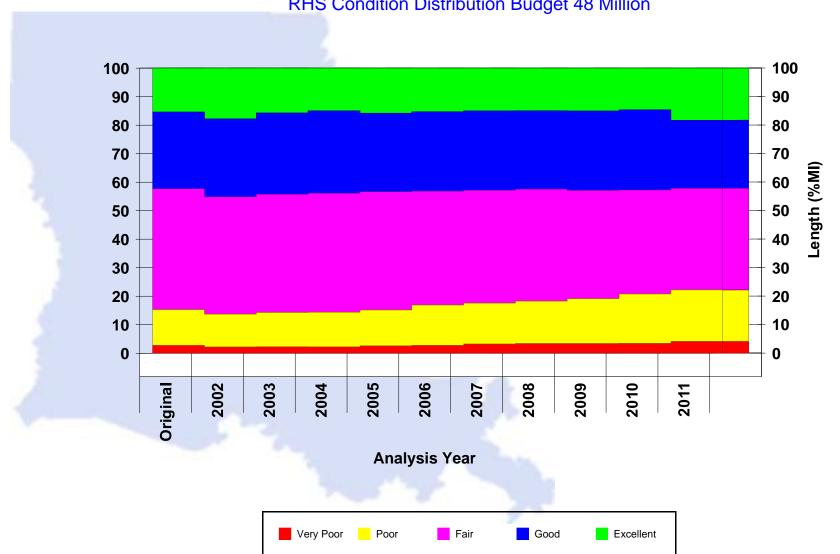
- RHS 0 Million - RHS_40_Million - RHS_56_Million - RHS_72_Million
- RHS_32_Million RHS_48_Million RHS_64_Million



Highway Needs Pavement Preservation & Rehabilitation — RHS



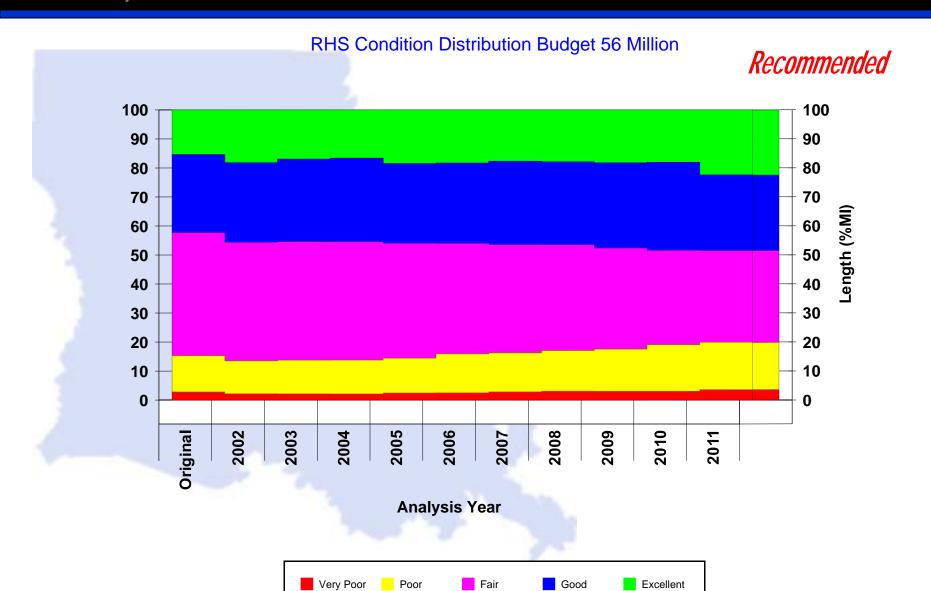






Highway Needs Pavement Preservation & Rehabilitation — RHS



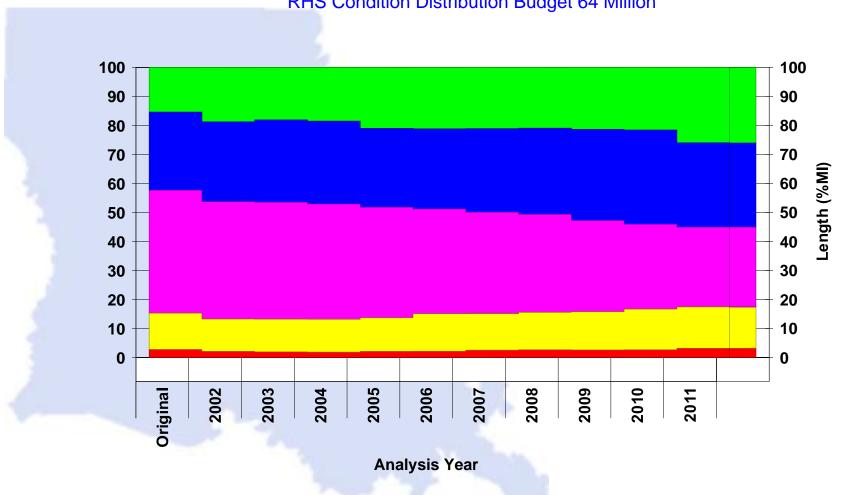




Highway Needs Pavement Preservation & Rehabilitation — RHS







Fair

Good

Excellent

Very Poor





Pavement Preservation and Rehabilitation Needs Summary

➤ Interstate System	\$55 M/year
➤ National Highway System	\$36 M/year
➤ State Highway System	\$72 M/year
➤ Regional Highway System	\$56 M/year
TOTAL Pavement Rehabilitation Needs	\$219 M/year
Current Budget	\$150 M/year



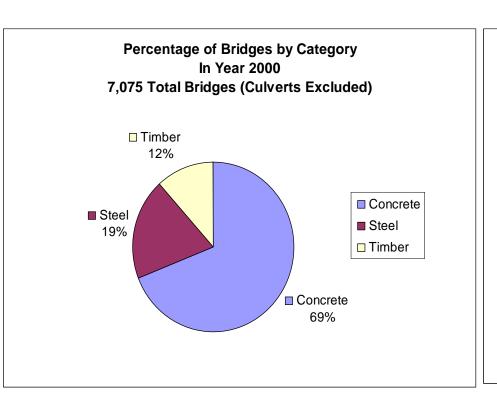


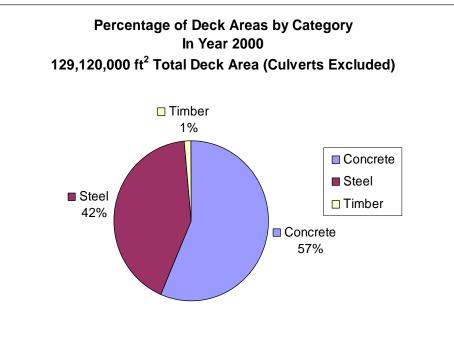
Highway Needs: Bridge Preservation & Rehabilitation





Year 2000 On-System Structure Inventory

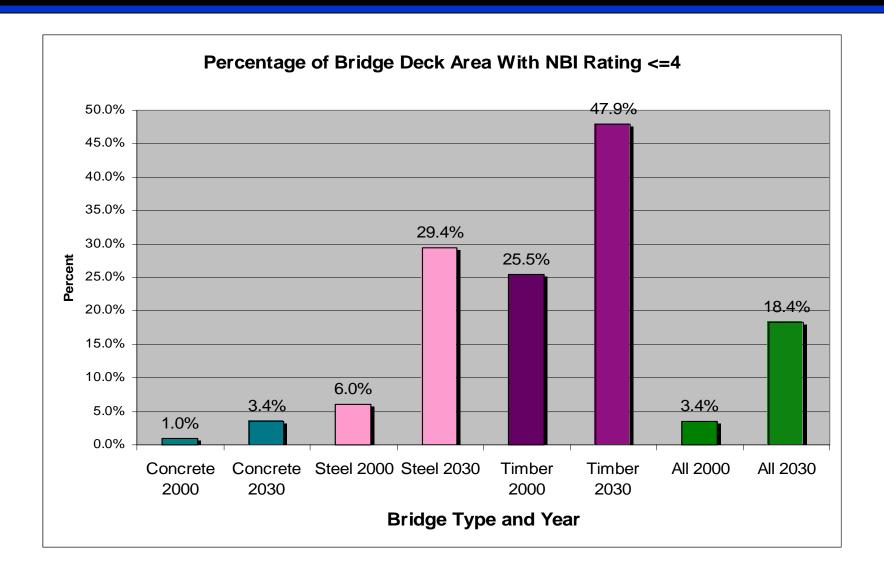






Bridges in Poor Condition: Current / Projected to Year 2030 (No Additional Funding)









Historical Federal Bridge Funding

AVERAGE FBRON FUNDING					
7.	7/91 through 06/02				
Jul-01	Jun-02	\$	34,063,000		
Jul-00	Jun-01	\$	69,071,000		
Jul-99	Jun-00	\$	123,295,000		
Jul-98	Jun-99	\$	35,626,000		
Jul-97	Jun-98	\$	50,788,000		
Jul-96	Jun-97	\$	28,770,000		
Jul-95	Jun-96	\$	45,737,000		
Jul-94	Jun-95	\$	79,224,000		
Jul-93	Jun-94	\$	6,269,000		
Jul-92	Jun-93	\$	39,975,000		
Jul-91	Jun-92	\$	19,283,000		
	Average	\$	48,373,000		





Extra Funding Required to Maintain Current Rating Level

Annual Cost	\$32 Million	
30-Year Total	\$961 Million	
	Total Cost	
Annual Cost	\$13 Million	\$19 Million
30-Year Total	\$386 Million	\$574 Million
	Cost of Replacements	Cost of Rehabilitation





Required Budget to Maintain Current Level of Service for On-System Bridges

Historical Budget	\$48 Million
Additional Required	\$32 Million
Average Required	\$80 Million





Highway Needs: Safety



Highway Needs: Safety



2001 Traffic Crash Facts State-Maintained System

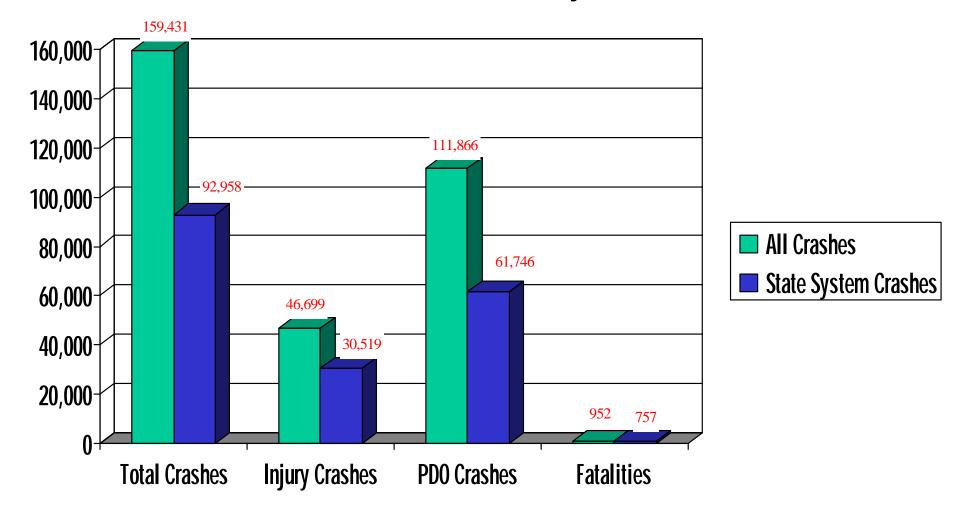
- >92,958 total crashes
- **≻693 fatal crashes 765 fatalities** (Fatality rate is 3rd highest in the US)
- **>30,519 injury crashes 53,433 injuries**
- >61,746 property damage only crashes



Highway Needs: Safety



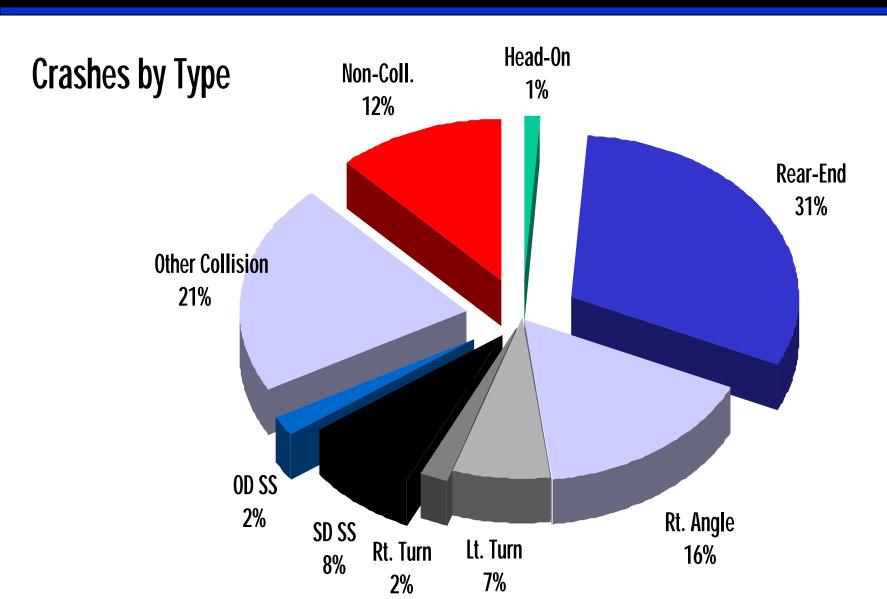
Crashes: Total vs. State System (2001)





Highway Needs: Safety









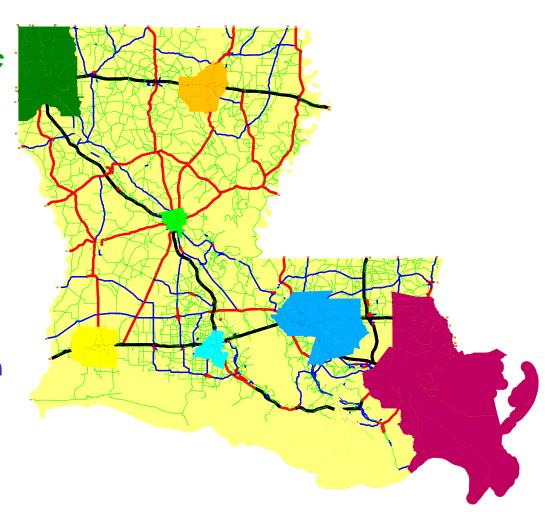
Highway Needs: Level of Service





Louisiana Statewide Travel Demand Model

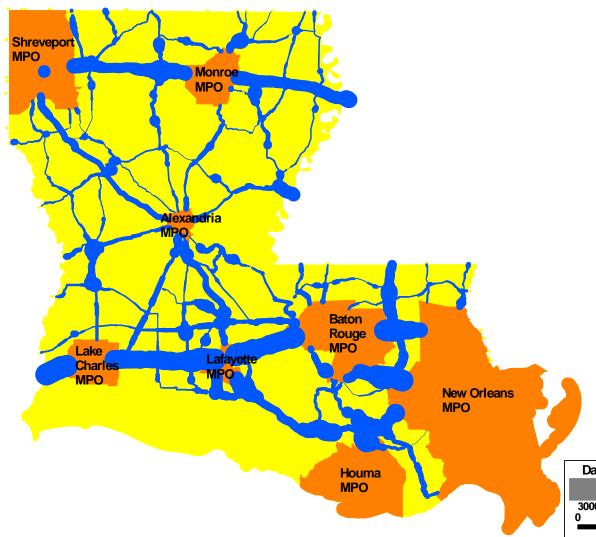
- ➤ Forecast Average Daily Traffic on the Rural State Highway System
 - Autos & Trucks
 - Freeways & Arterials
- Complement & Support Nine MPO Travel Demand Models
 - Will forecast traffic to and through the MPO areas
 - Will not forecast traffic within the MPO areas



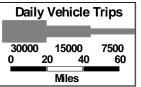


Year 2000 Total Daily Auto Traffic





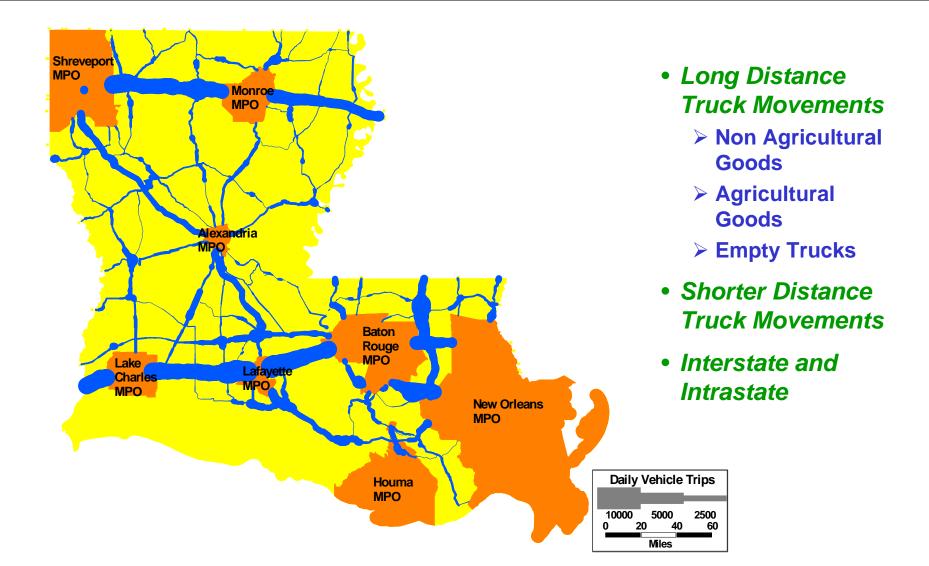
- Local Auto Travel
 - Home Based Work
 - Home Based Other
 - Non Home Based
- Long Distance Auto Travel
 - Business
 - > Tourist
 - > Other
- Interstate and Intrastate





Year 2000 Total Daily Truck Traffic





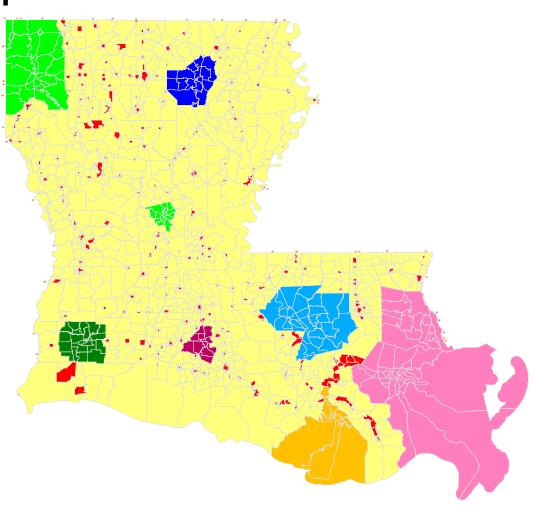




Year 2030 Traffic Forecast Inputs

• 2030 Population & Employment Forecasts

- > LA Pop +22%, Emp +38%
- > TX Pop +51%, Emp + 56%
- > AK Pop +36%, Emp + 46%
- > MS Pop +27%, Emp + 42%





Woods & Poole Data

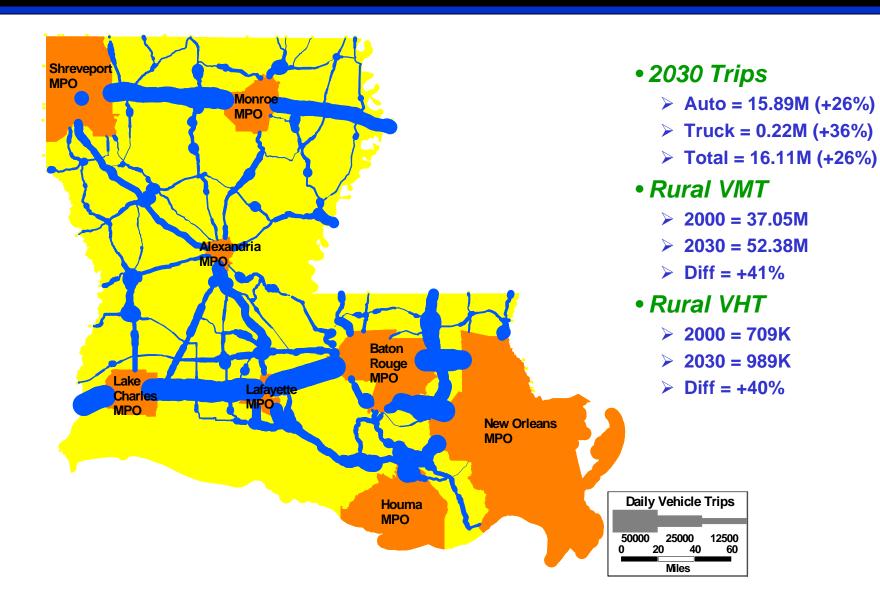


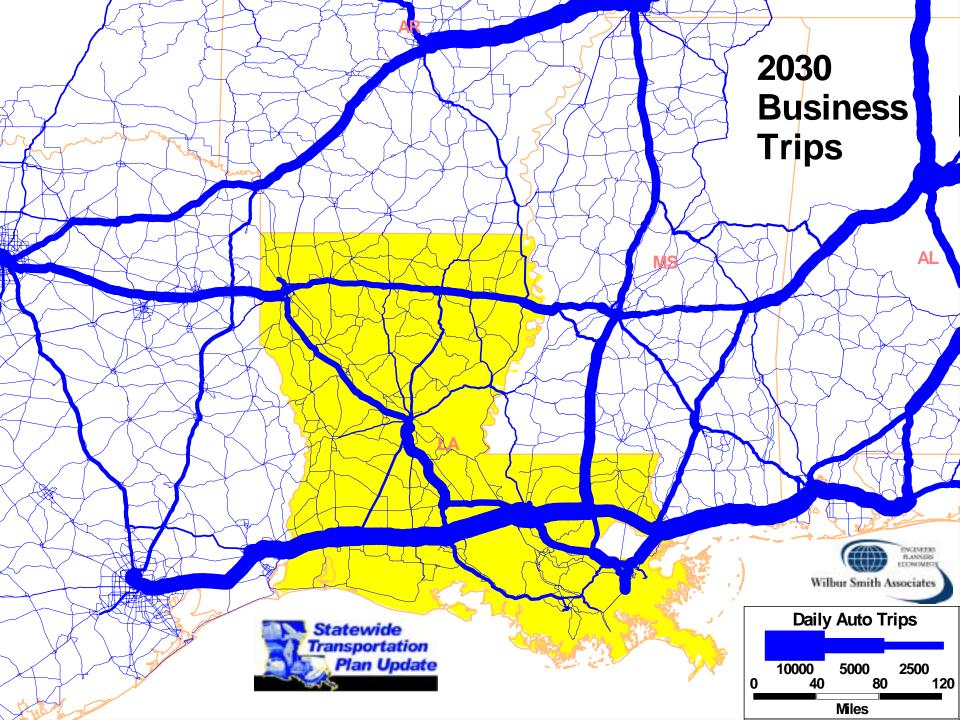
- Historic Data for 900 Variables on Population and Employment
- US Population and Employment Projections
 - ✓ Population projections based on cohort analysis from US Census
 - ✓ Employment projections from W&P forecasting model
- Allocate Primary Employment by Region and County
 - ✓ Use national projection as control total for regions; regional projections as control totals for counties
- Forecast Secondary Employment by Region and by County based on Primary Employment Projections
- Allocate Population based on Employment Opportunities
 - ✓ Use national projection as control total for regions; regional projections as control totals for counties
- WSA Extrapolated W&P 2025 Data to Yield 2030 Data

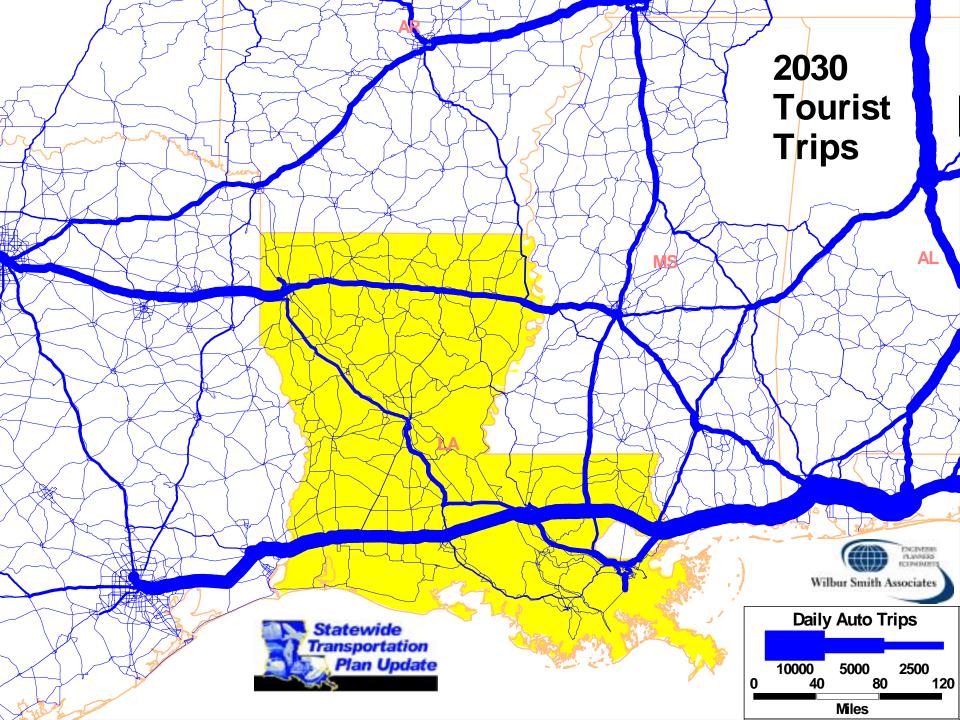


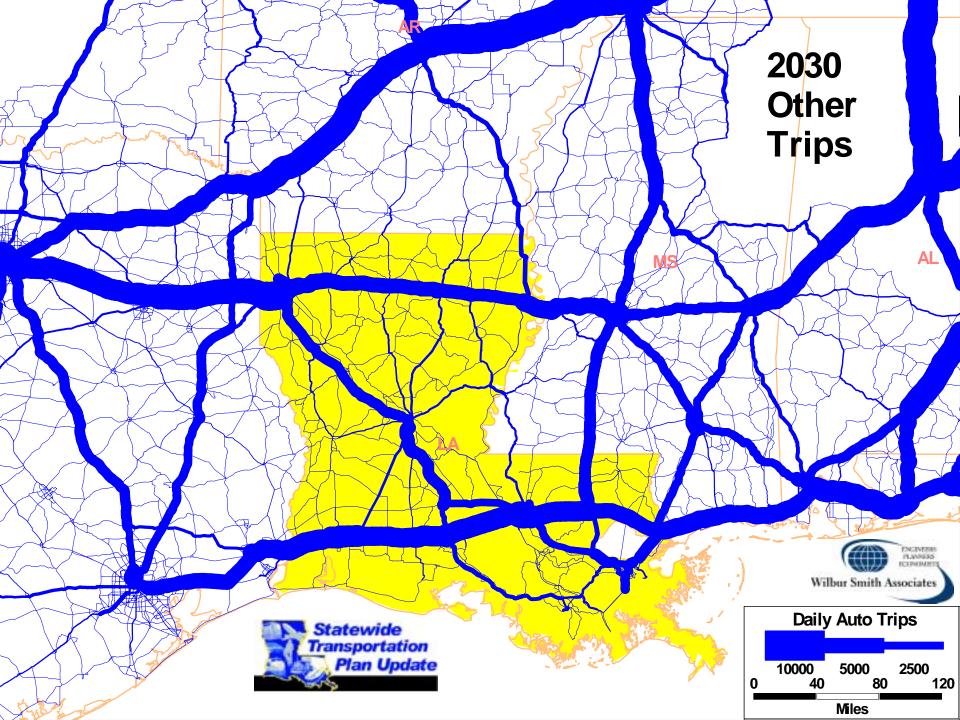
Year 2030 Traffic Forecast







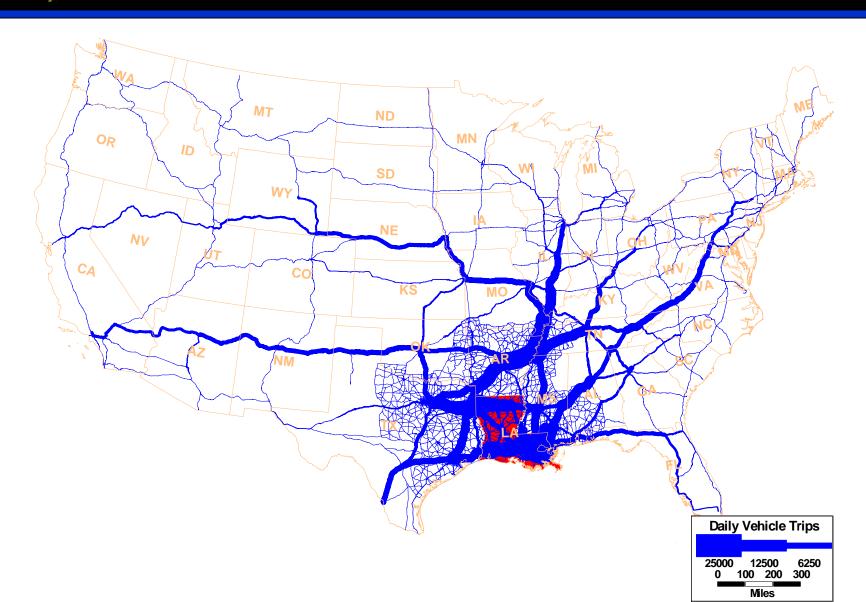






Year 2030 Daily Truck Volume

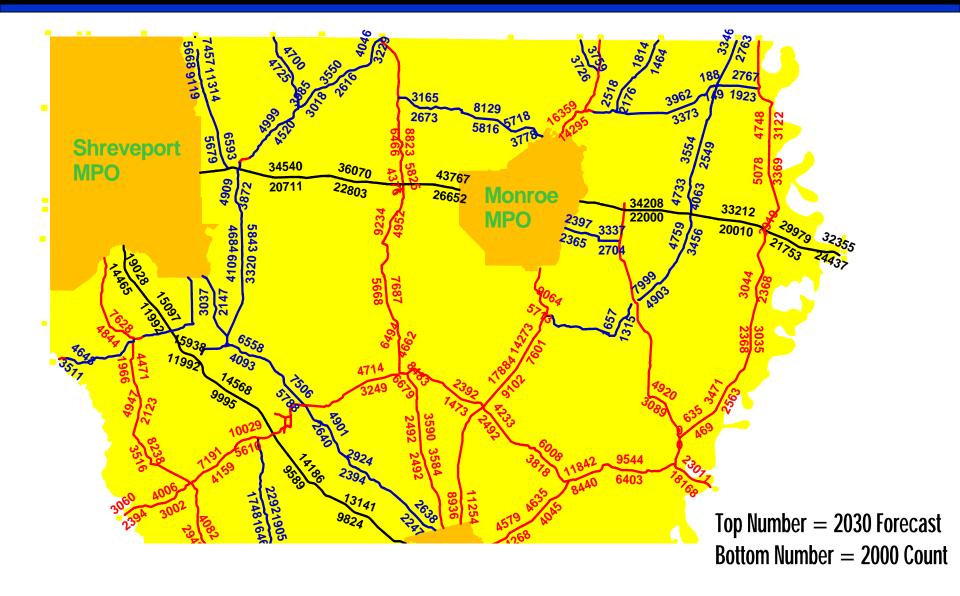






Year 2030 Traffic Forecast, Northern Region

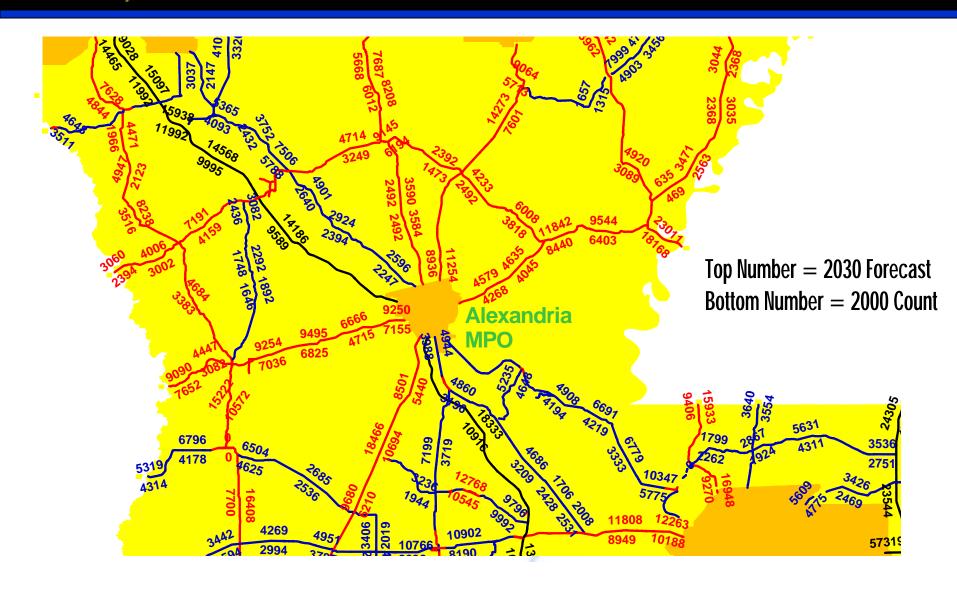






Year 2030 Traffic Forecast, Central Region

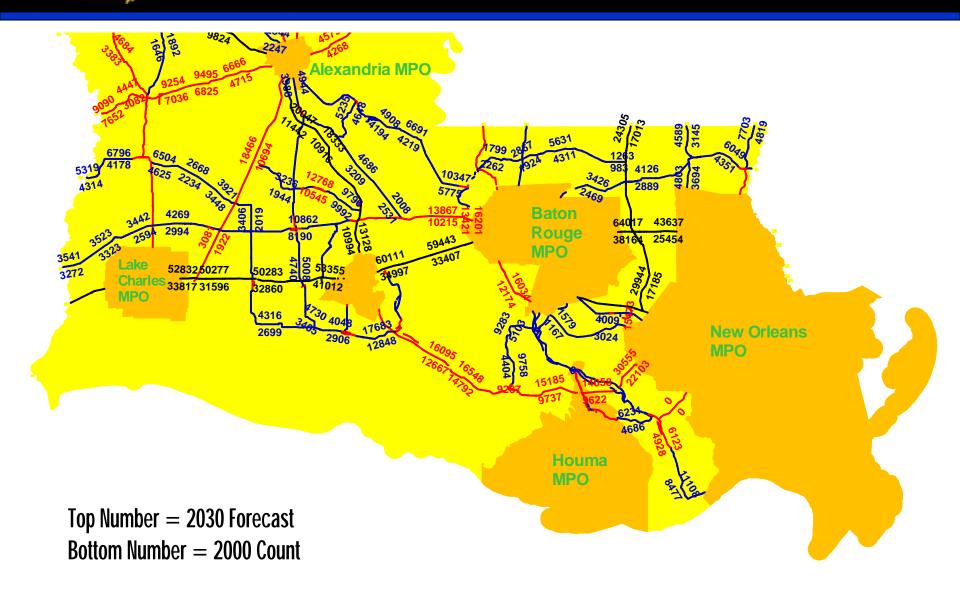






Year 2030 Traffic Forecast, Southern Region

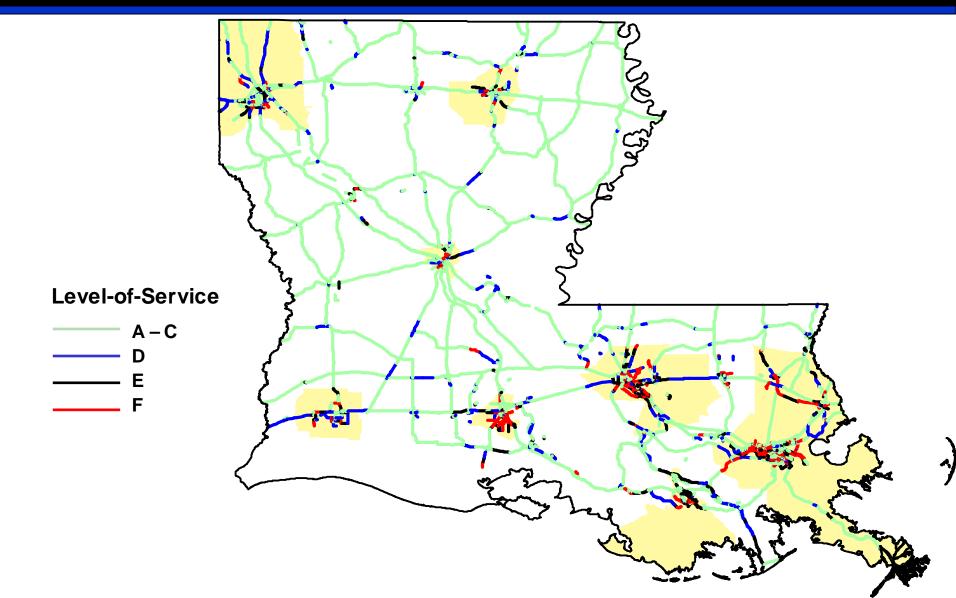






2000 Roadway Capacity Problems

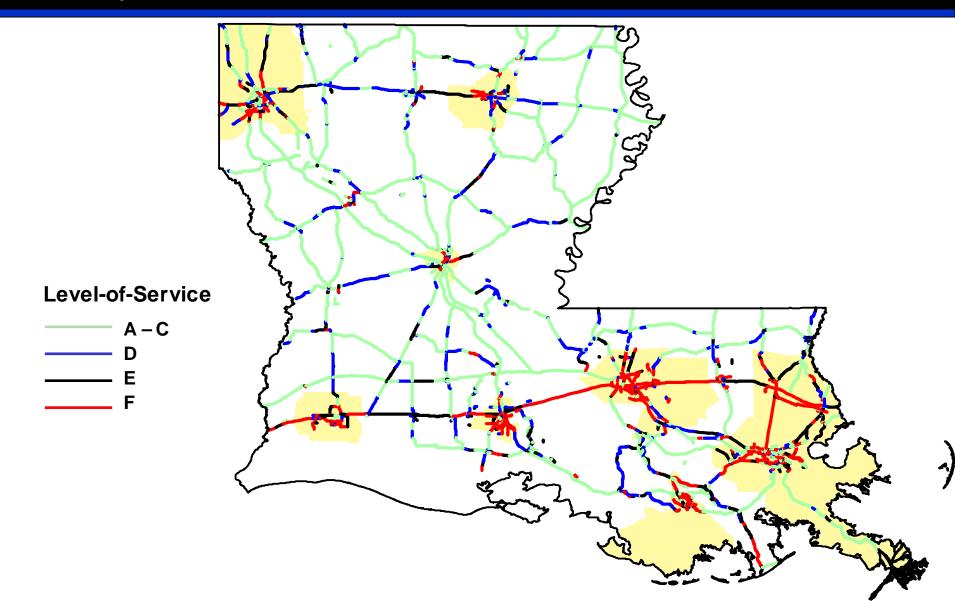


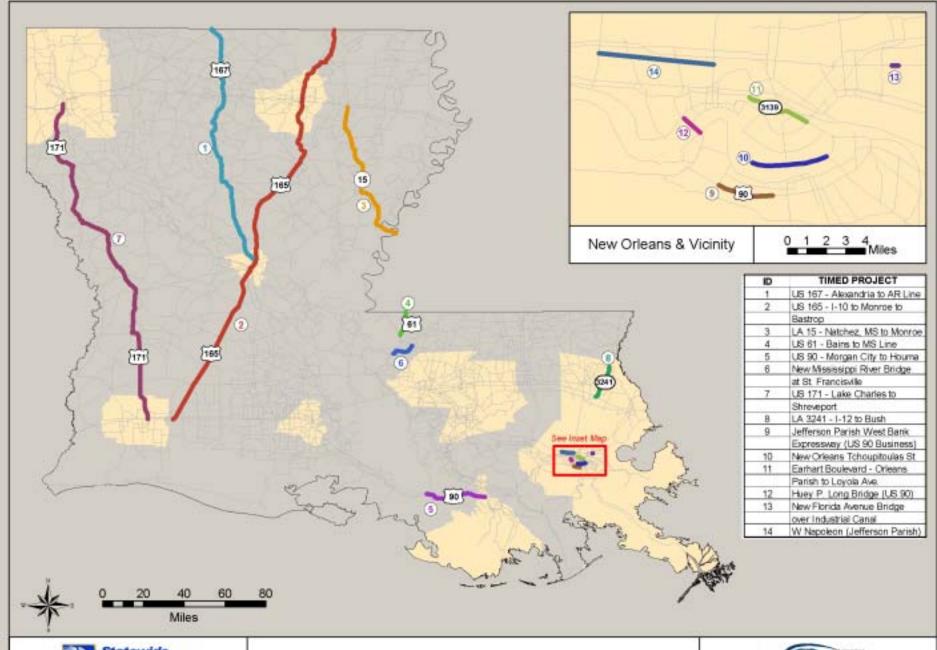




Transportation 2030 Roadway Capacity Problems without TIMED







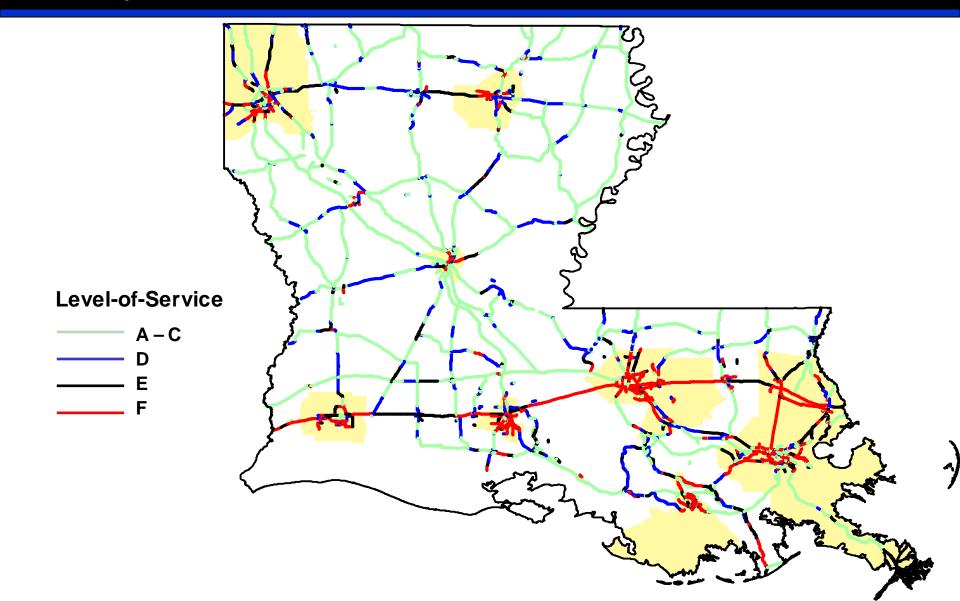






Transportation 2030 Roadway Capacity Problems without TIMED

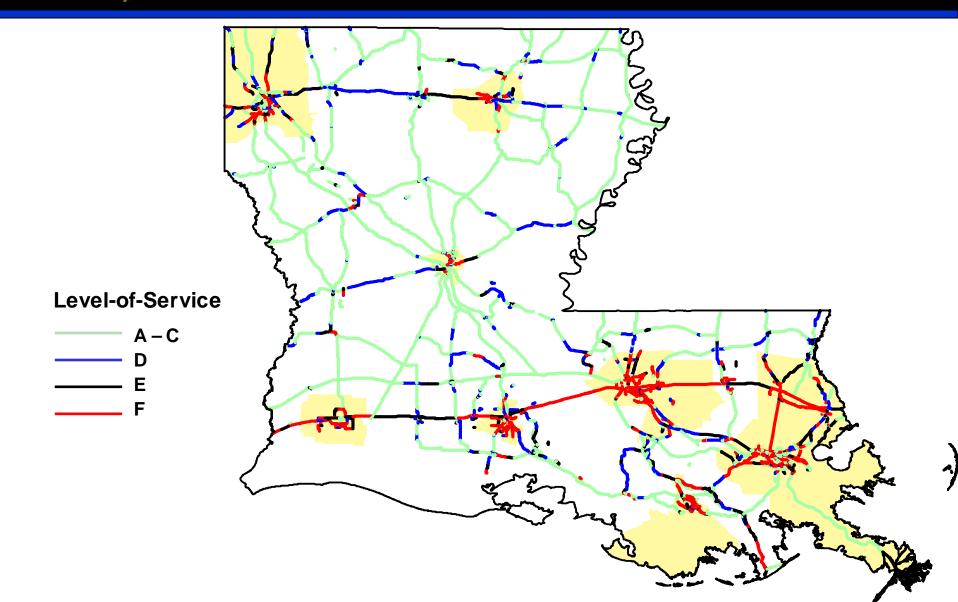






2030 Roadway Capacity Problems with TIMED









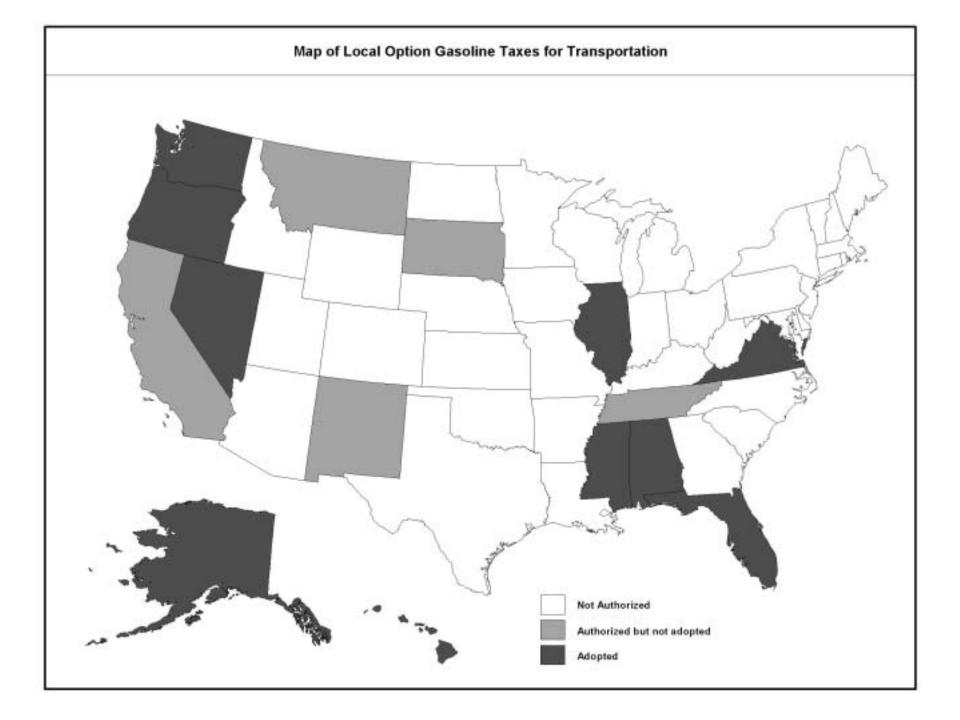
Highway Recommendations





Scenario 1A Highway Recommendations

- **▶Increase pavement preservation after Year 7**
- **►Increase bridge funding after Year 7**
- >Implement access management policy
- >Implement statewide traffic impact policy
- ➤ Virtually no "Small Capacity" projects after Year 7
- **≻No "Mega" Projects**
- > Allow local option gas tax (except diesel)
 - ✓ Most states establish tax limit and exempt diesel







Highway Scenario 1A (Existing Revenues, No Adjustment for Inflation)

```
> Pavement Preservation
```

> Bridge Preservation

> Safety

Operations

> Small Capacity

Mega Projects

\$6.55 B (\$162M/yr for 7 yrs, \$235M thereafter)

\$3.46 B (\$103M/yr for 7 yrs, \$119M thereafter)

\$1.24 B (\$41M/yr)

\$1.10 B (\$37M/yr)

\$0.87 B (\$125M/yr for 7 yrs, \$0 thereafter)

\$ 0





Highway Scenario 1B (Existing Revenues, Adjusted for Inflation Every 10 Years)

> Pavement Preservation \$6.55 B

➤ Bridge Preservation \$3.46 B

➤ Safety \$1.24 B

Operations \$1.10 B

➤ Small Capacity \$3.18 B (\$125M/yr for 7 years, \$100M/yr thereafter)

Mega Projects \$0





Scenario 2 Highway Recommendations

- ➤ Increase pavement preservation in Year 1 to \$235 M /yr.
- ➤ Increase bridge funding in Year 1 to \$119 M /yr.
- ➤ Increase safety program to \$75 M /yr.
- ➤ Increase Operations (+\$9 M /yr.)
- > Increase ITS by \$7M for 10 years
- Create Intermodal Connector Program (\$20 M /yr.)
- ➤ Small Capacity projects @ \$90 M /yr. average
- Priority "A" Mega Projects (\$2.8 Billion)
- ➤ Jurisdictional Transfer Program (5,000 miles, \$35 M /year)





Highway Scenario 2 (\$250M Increase Year 1, Adjusted for Inflation Every 10 Years)

Pavement Preservation

> Bridge Preservation

> Safety

Operations (non-ITS)

> ITS

> Small Capacity

> Intermodal Connectors

Mega Projects

\$7.06 B (\$235 M/year)

\$3.57 B (\$119 M/year)

\$2.25 B (\$75 M/year)

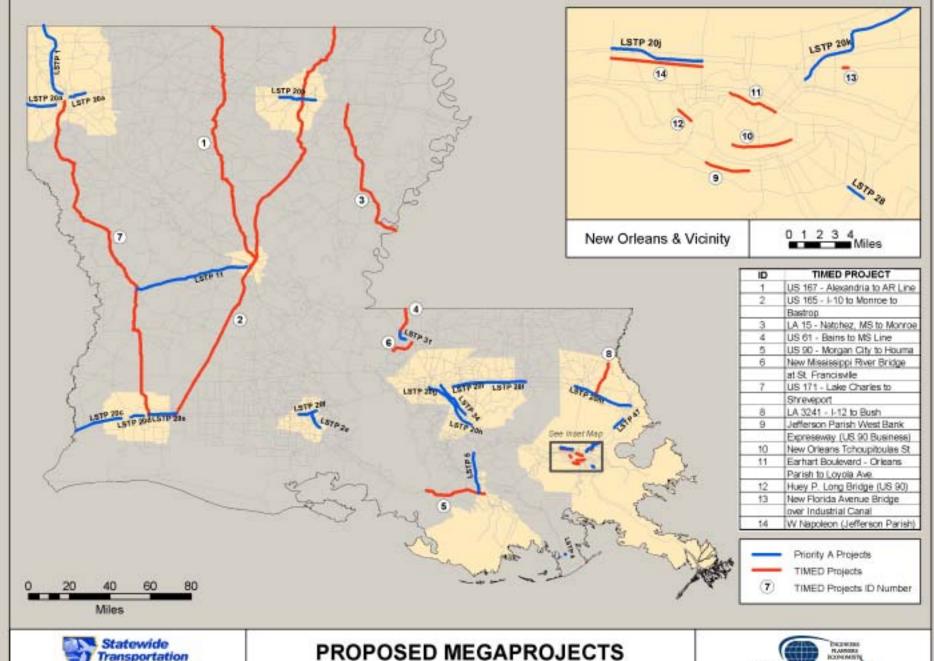
\$1.05 B (\$35 M/year)

\$0.37 B (\$17 M/yr for 10 yrs, then \$10 M/yr)

\$2.83 B (\$125 M/yr for 7 yrs, then \$85 M/yr)

\$0.60 B (\$20 M/year)

\$2.82 B





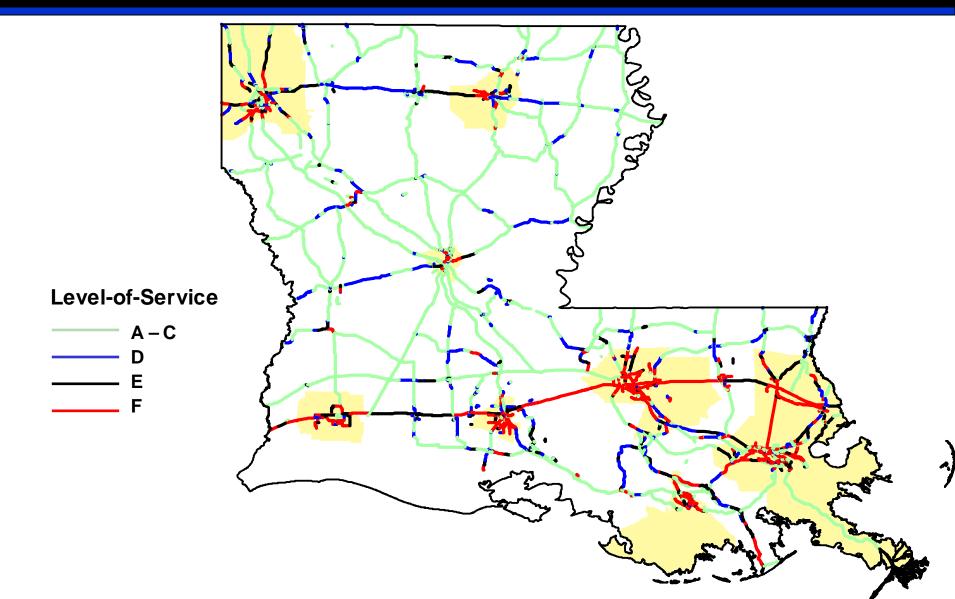
PROPOSED MEGAPROJECTS
Priority A Funding Scenario





2030 Roadway Capacity Problems with TIMED, with no Megaprojects

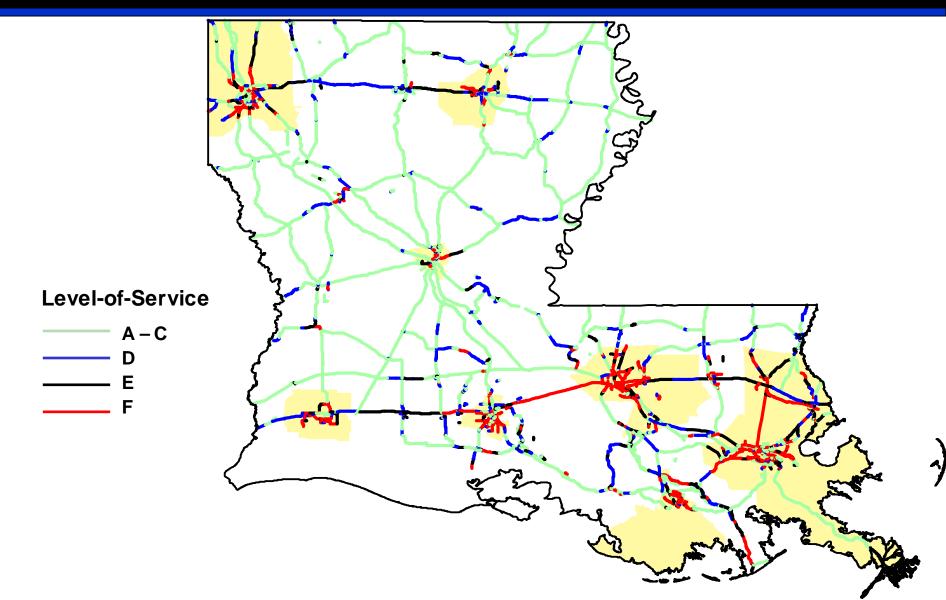






2030 Traffic Congestion Problems with TIMED and Priority 'A' Megaprojects







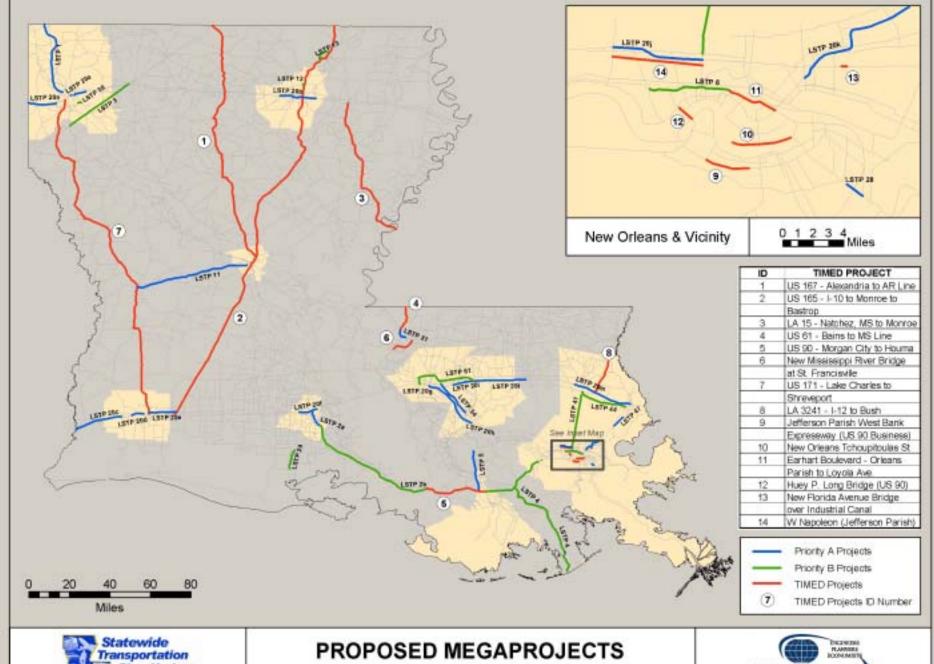


Highway Scenario 3

(\$150 M Increase in Year 1, Adjusted for Inflation Every 10 Years)

Scenario 2 Plus

Additional Mega Projects (Priority "B") \$3.0 B





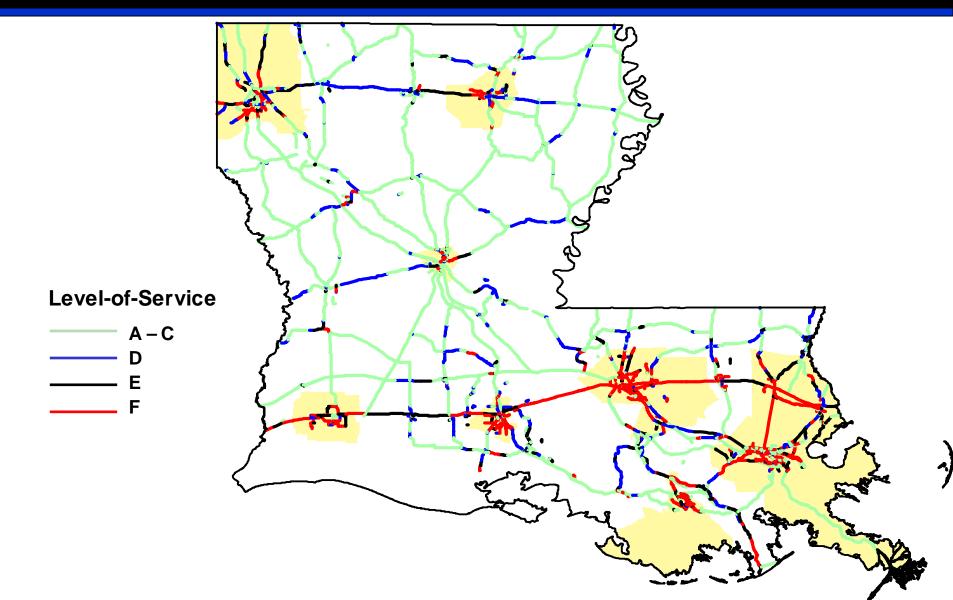
Priority A & B Funding Scenarios





2030 Traffic Congestion Problems with TIMED, with no Megaprojects

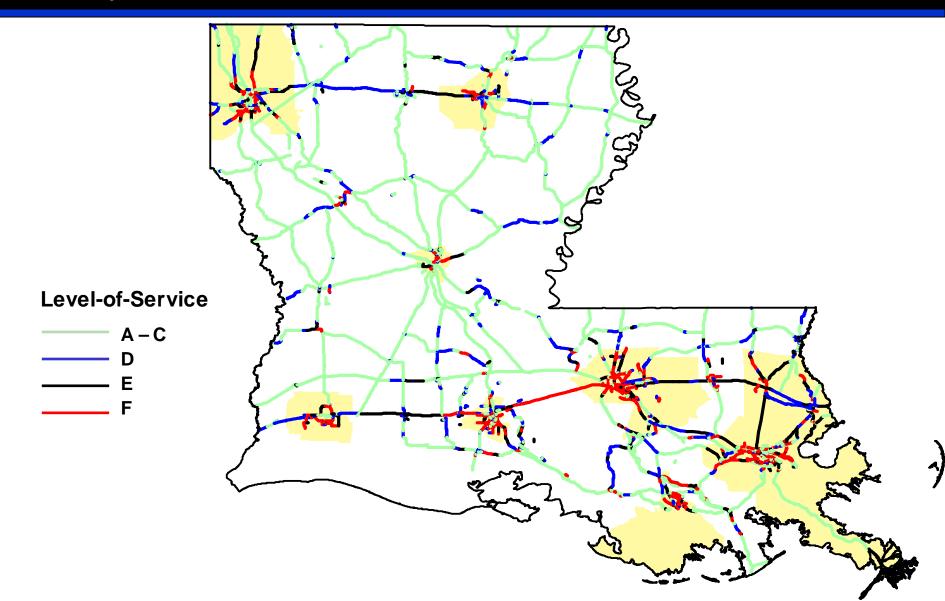






2030 Traffic Congestion Problems with TIMED, & with Priority 'A' and Priority 'B' Megaprojects









Surface Passenger Needs and Recommendations





Overview of Public Transportation Users

- >Transportation Disadvantaged
 - √ Poor
 - √ Elderly
 - ✓ Mobility impaired
 - √ Households with no vehicle available





Demographics

	Louisiana	USA
Population	4,468,976	281,421,906
Below Poverty Line	851,113 (19.6 %)	33,899,812 (12.4 %)
Age 65 and Over	516,929 (11.6 %)	34,991,753 (12.4 %)
Disabled Population (age 21 – 64)	540,838 (22.1 %)	30,553,796 (19.2 %)
Mobility Impaired: Age 16 - 64 (1990 census)	77,118 (2.99 %)	3,793,697 (2.41 %)
Households with no vehicle available	196,305 (11.9 %)	10,861,067 (10.3 %)





Public Transit in Louisiana

- > 35 parishes with an urban and / or rural system
- > 10 parishes with an urban system
- > 29 parishes with a rural system
- 4 parishes with both an urban and rural system
- > 29 parishes with no transit system





Parishes Served by Public Transit

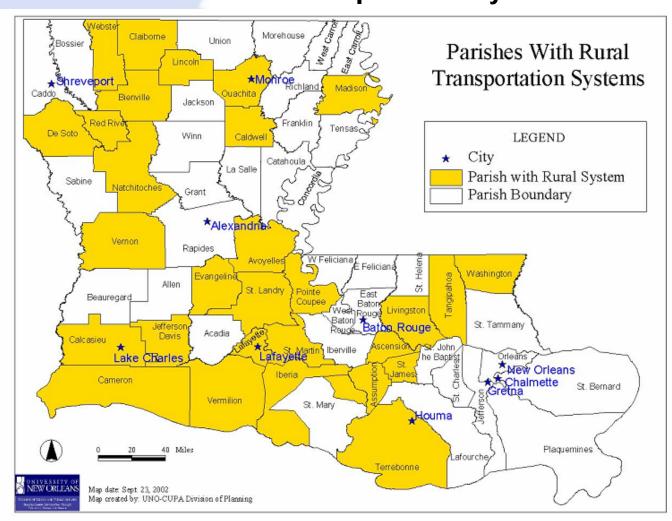
➤ LA Economic Development Master Plan: Vision 2020 Benchmark

	1997	2003	2008	2013	2018
Number of Parishes with a public transportation system	42	47	52	58	64





Parishes With Rural Transportation Systems







Surface Passenger Recommendations Scenarios 1A and 1B

- ➤ Market / promote public transportation (SP-3)
- ➤ Enhance safety / security (SP-5) through ITS
- Incorporate bike / ped in planning (SP-6)
- > Promote / develop Regional Connectivity (SP-8)
- Develop alternatives to rural transit systems (SP-9)
- Coordinate planning for Specialized Transit (SP-10)
- ➤ Utilize Transit-Oriented ITS Applications (SP-11)





Surface Passenger Recommendations Scenarios 1A and 1B (continued)

- > Promote public transit connections with centers of higher learning (SP-12)
- > Promote National Passenger Rail System (SP-13)
 - ✓ Support improvements to increase passenger rail ridership and farebox recovery (R-6)
 - √ Continue study of passenger rail corridors (R-7)
- > Continue study of passenger rail corridors
- ➤ Support Southern Rapid Rail Transit Commission (SP-14)
- ➤ Implement Transit Oriented Development initiatives (SP- 4)
- Create Intercity Bus Task Force (SP-18)
- > Statewide intercity bus needs assessment (SP-19)
- Support pending federal legislation for essential bus service (SP-20)





Surface Passenger Recommendations Scenarios 2 and 3

- > Increased availability of basic public transportation services
 - √ \$12 M/year Federal
 - √ \$6 M/year State
 - √ \$6 M/year Local

(Addresses *Vision 2020* Benchmark 2.3.7: # of Parishes with a Public Transportation System)

- ➤ New Orleans Rail CBD to Airport (SP-16)
 - √ \$200 M Federal "New Starts" Grant
 - √ \$25 M Local
 - √ \$175 M State
 - √ Locals operate and maintain





Trucking Needs and Recommendations



Reebie TRANSEARCH

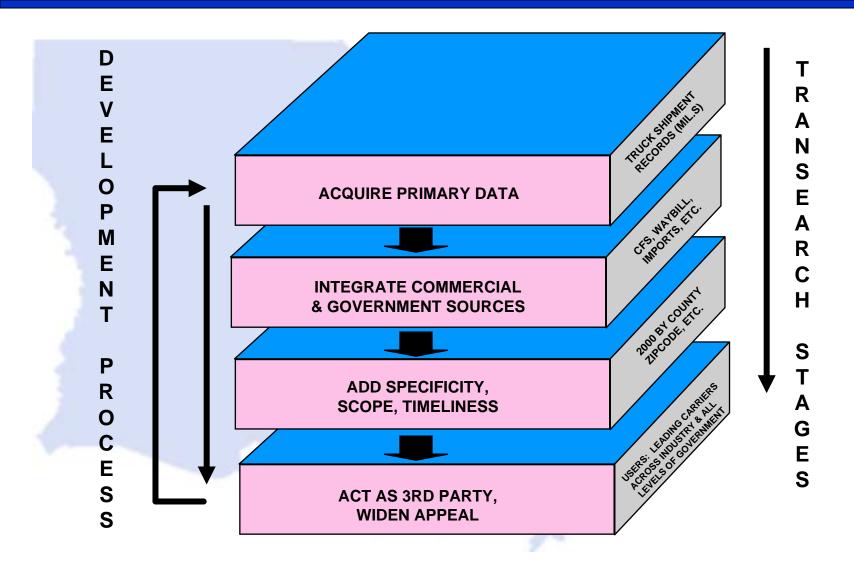


- Unified, Multimodal Goods Movement Database
- Standard Source of US Freight Flow Information
- Shows Commodity Volume by Mode and Route
- Integrates Large Scale, Multi-Year, Proprietary Truck Flow Sample with Private and Public Source Information
- Produced Annually Since 1980
- Continuously Improved and Market Tested
- Supported and Used by Leading Freight Carriers



Reebie TRANSEARCH

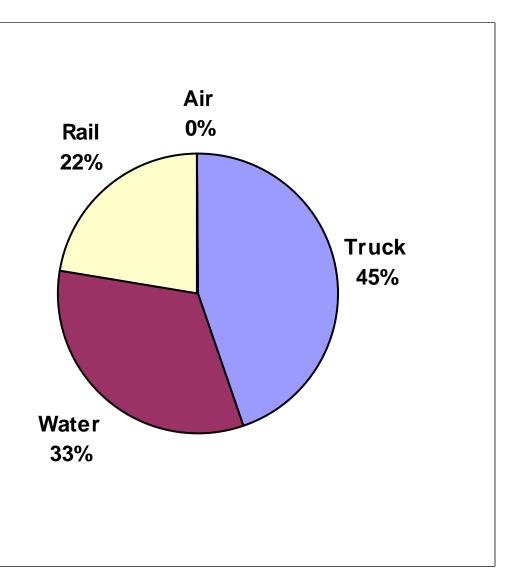






Trucking Needs: Domestic Tonnage by Mode





Truck — 384 million tons

Water — 281 million tons

Rail – 191 million tons

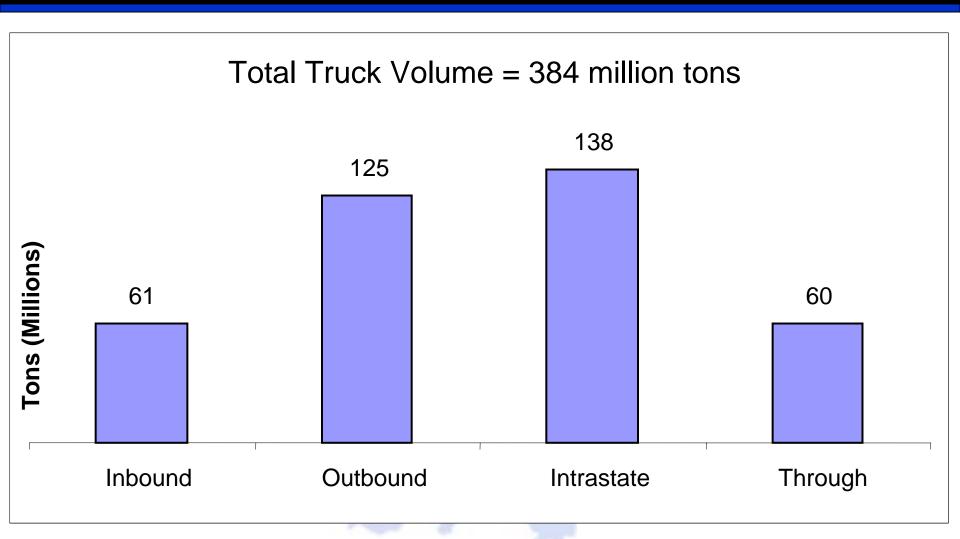
Air — 139 thousand tons

Source: Reebie TRANSEARCH 2000



Trucking Needs: LA Freight Tonnage





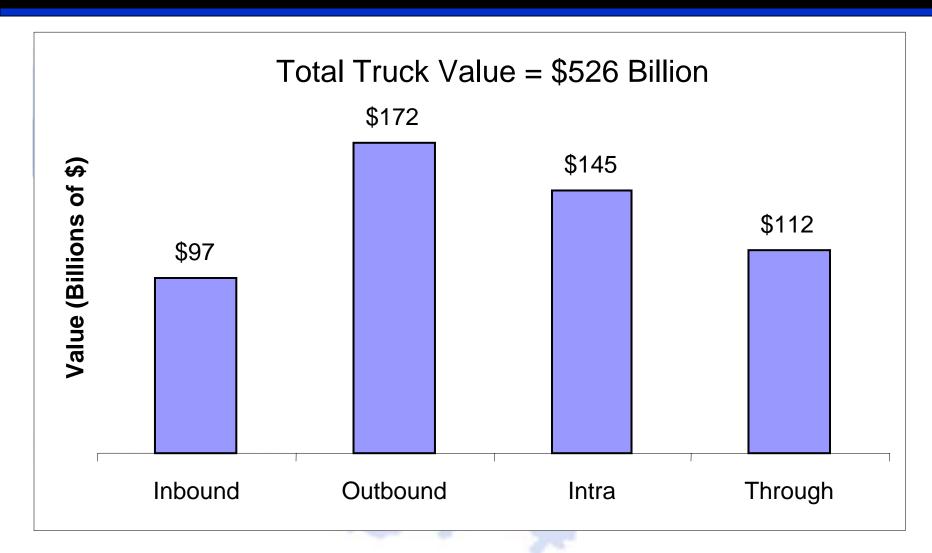
Estimates are not fully inclusive of all shipments.

Source: Reebie TRANSEARCH 2000



Trucking Needs: Value of LA Goods

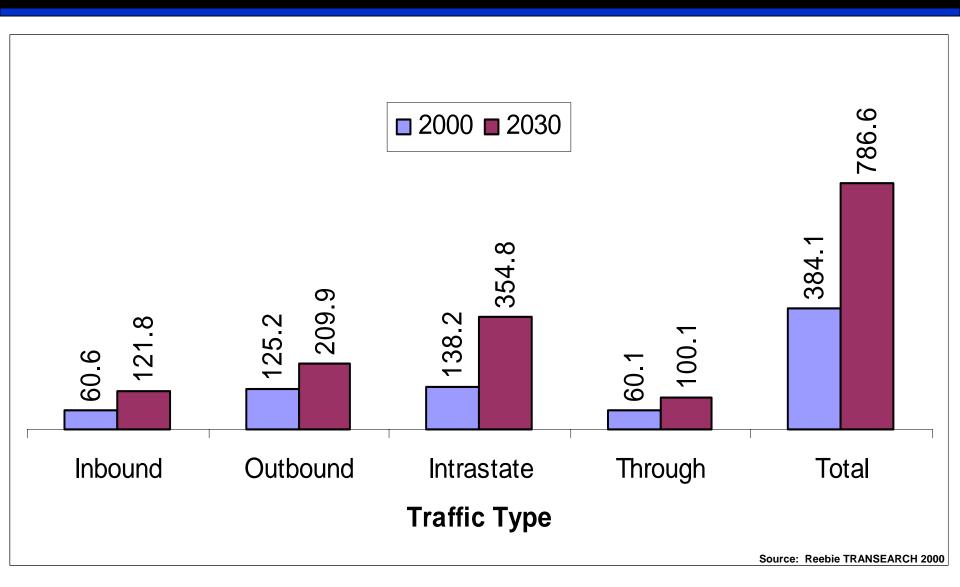






Plan Update Trucking Needs: 2000 and 2030 Freight Tonnage

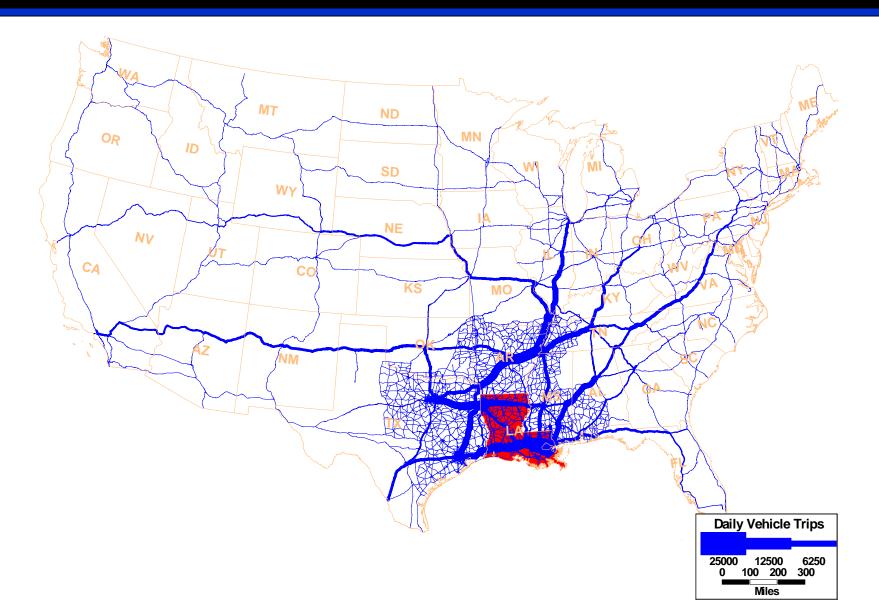






Year 2000 Daily Truck Volume

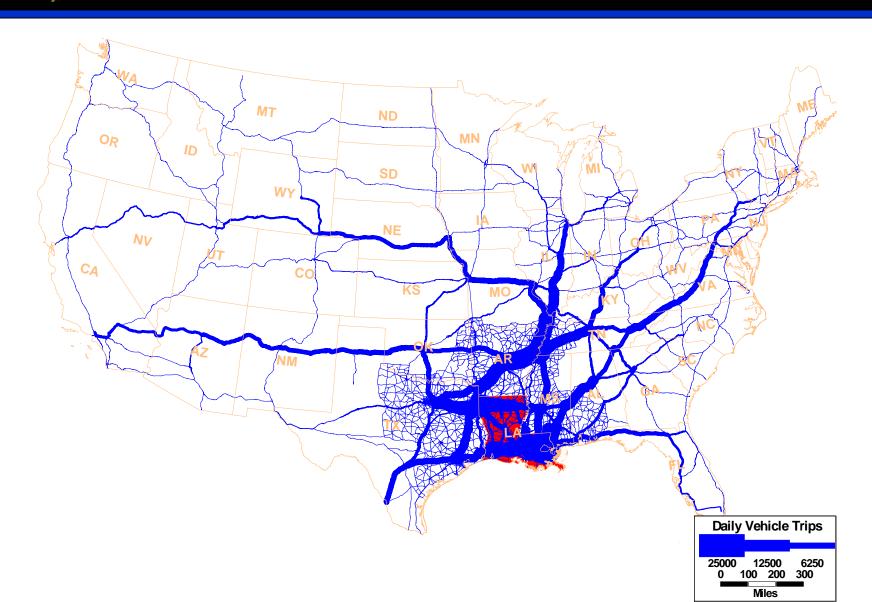






Year 2030 Daily Truck Volume

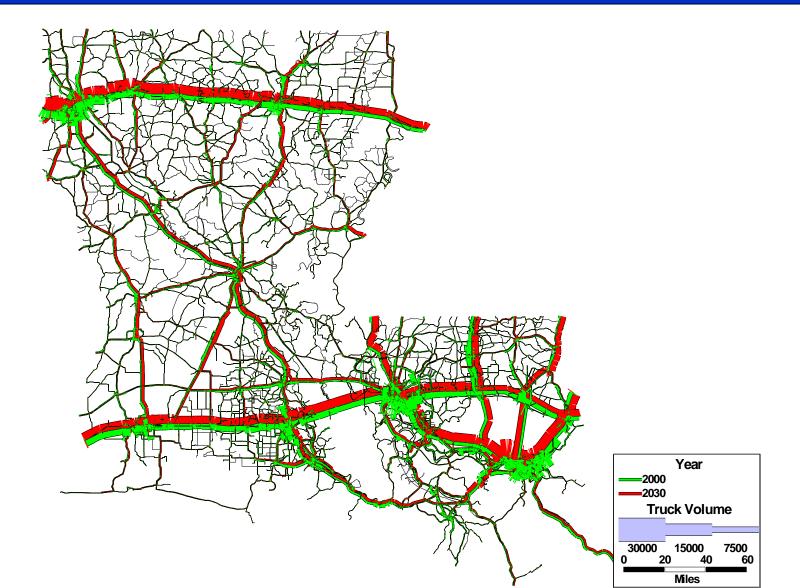






Growth in Daily Truck Volume: 2000-2030









Trucking Recommendations

Scenarios 1A and 1B

- ➤ Establish Regional Operations Advisory Council (T-1)
- ➤ Modify port zone permitting (T-3)
- ➤ Automate weigh stations (T-4) Part of ITS
- ➤ Uniformity in permitting oversize/overweight vehicles (T-5)
- ➤ Create economic development incentives for extended hours at terminals (T-6)
- Develop model truck access design standards (T-7)

Scenarios 2 and 3 Recommendation

➤ Establish One-Stop Center in North Louisiana (T-2) - \$20 M



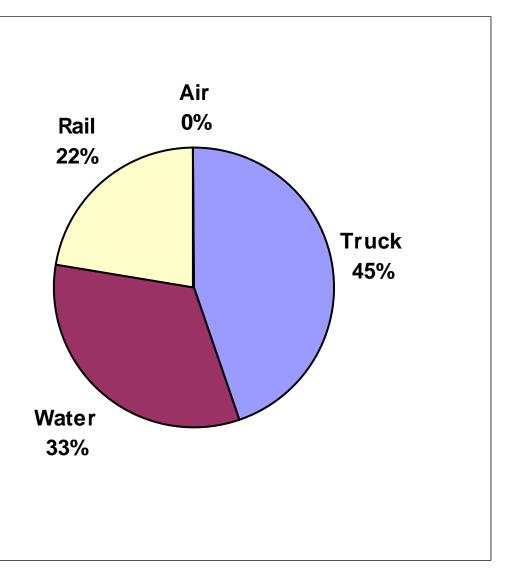


Freight Rail Needs and Recommendations



Freight Rail Needs





Truck — 384 million tons

Water – 281 million tons

Rail – 191 million tons

Air — 139 thousand tons

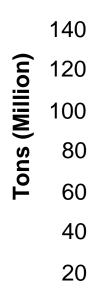
Source: TRANSEARCH 2000

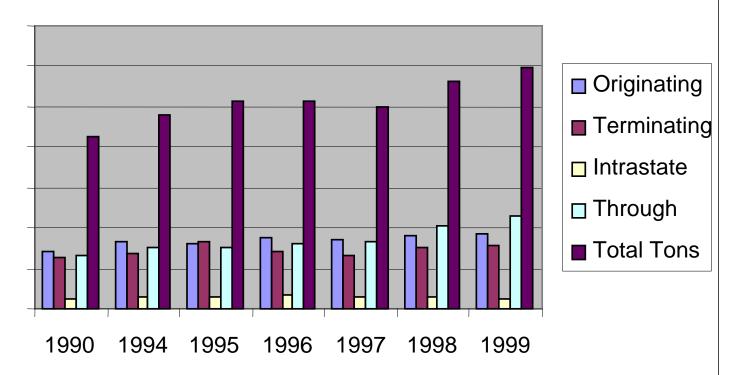


Freight Rail Needs: LA Historic Rail Freight Tonnage









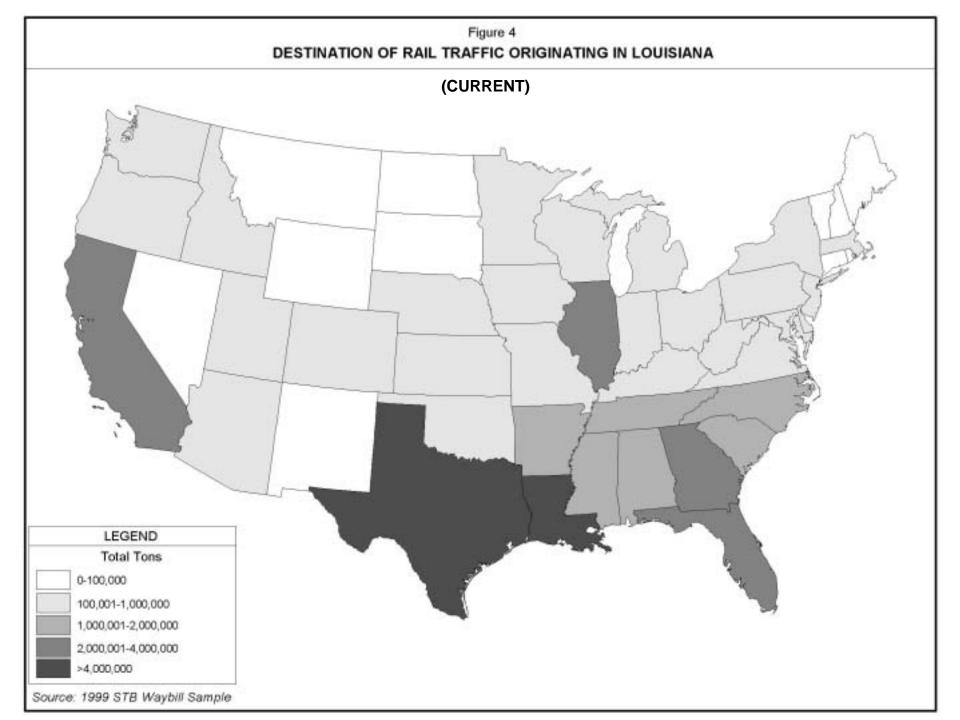
Source: 1999 STB Waybill Sample

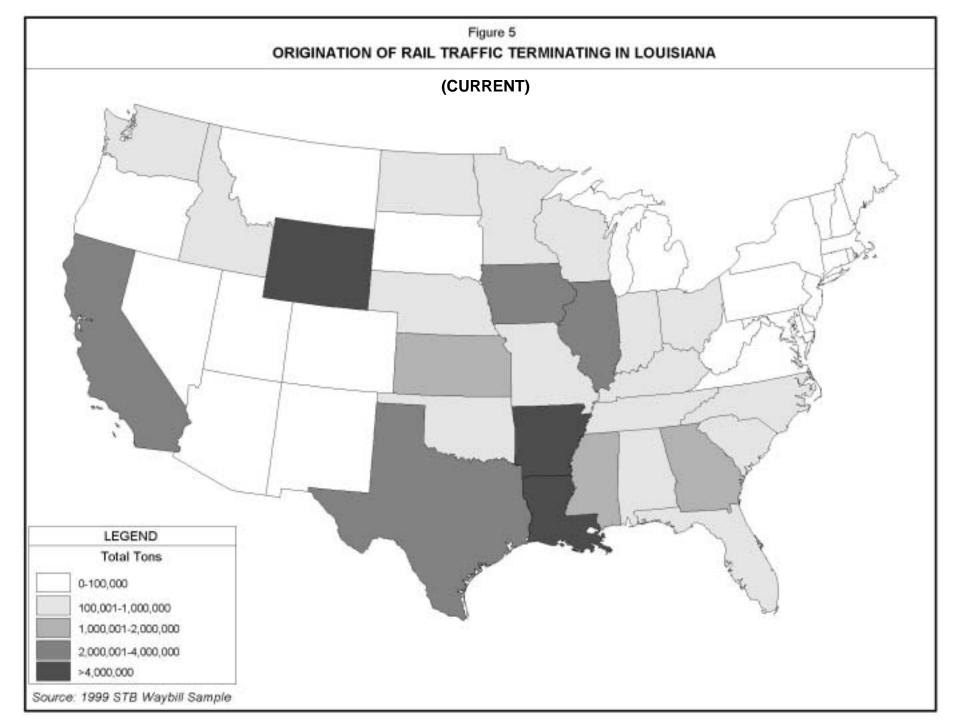


Freight Rail Needs: Louisiana Total Rail Flows



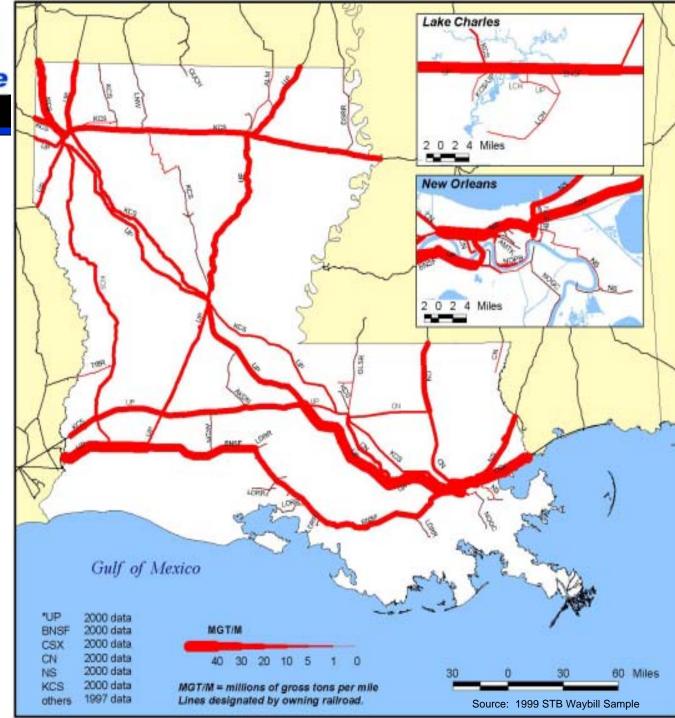








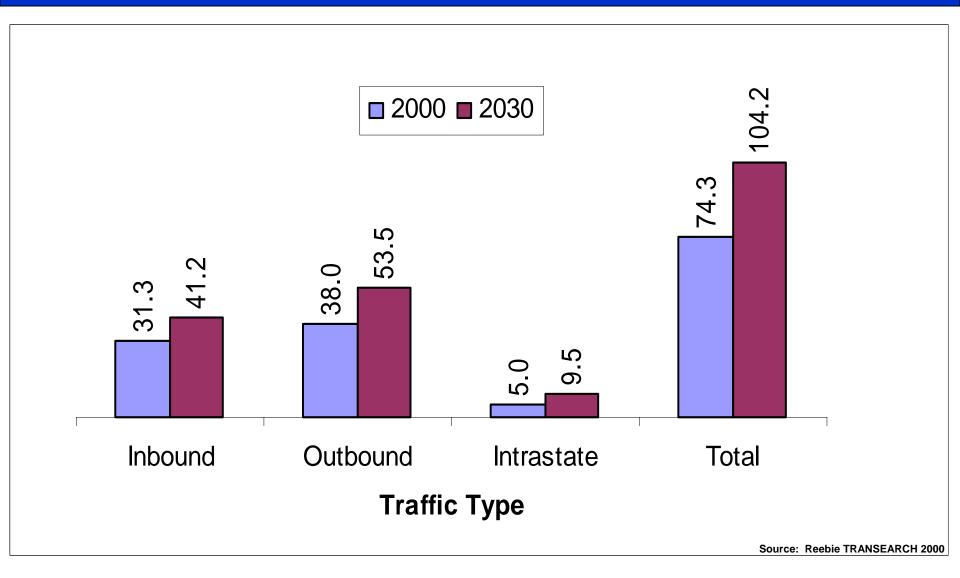
Freight Rail Needs: 1999 Line Densities





Freight Rail Needs: 2000 — 2030 LA Rail Freight Tonnage









Freight Rail Recommendations Scenarios 1A and 1B

- > Support interests of shippers and small railroads (R-3)
- ➤ Help railroads secure federal grants and loans (R-4)
- > Seek improvements for private rail crossings (R-9)
- ➤ Add staff to LDOTD Rail Division (R-11)





Freight Rail Recommendations Scenarios 2 and 3

- ➤ Establish State funding for small railroads (R-5) -- \$150 M
 - √ "286,000#" improvements
 - ✓ Circuitry Upgrades
 - √ Agricultural shipments
- ➤ Increased support for rail / highway grade crossings (R-8)
 - -- \$150 M (\$5 M/year)



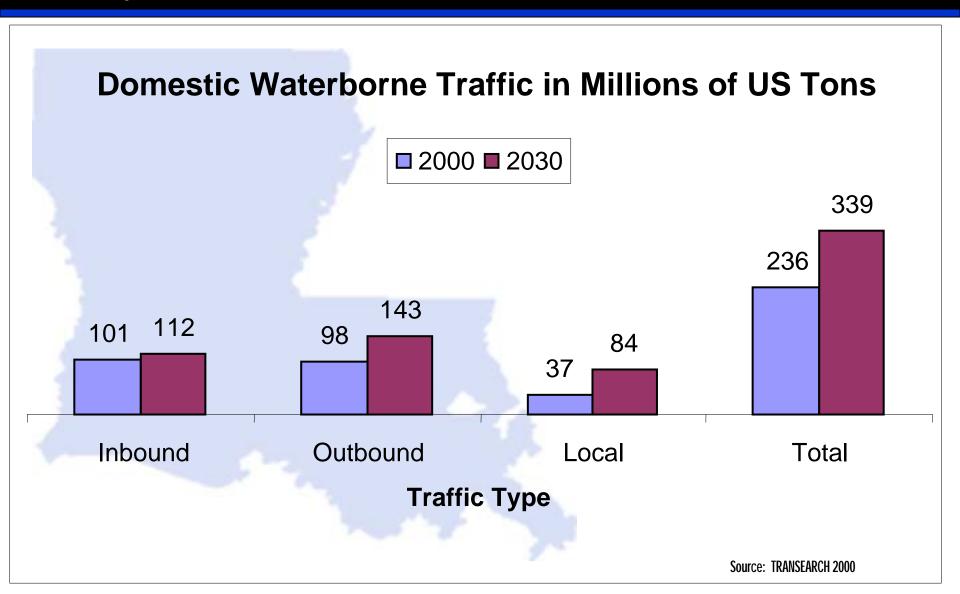


Maritime Needs and Recommendations



Louisiana Domestic Water Tonnage

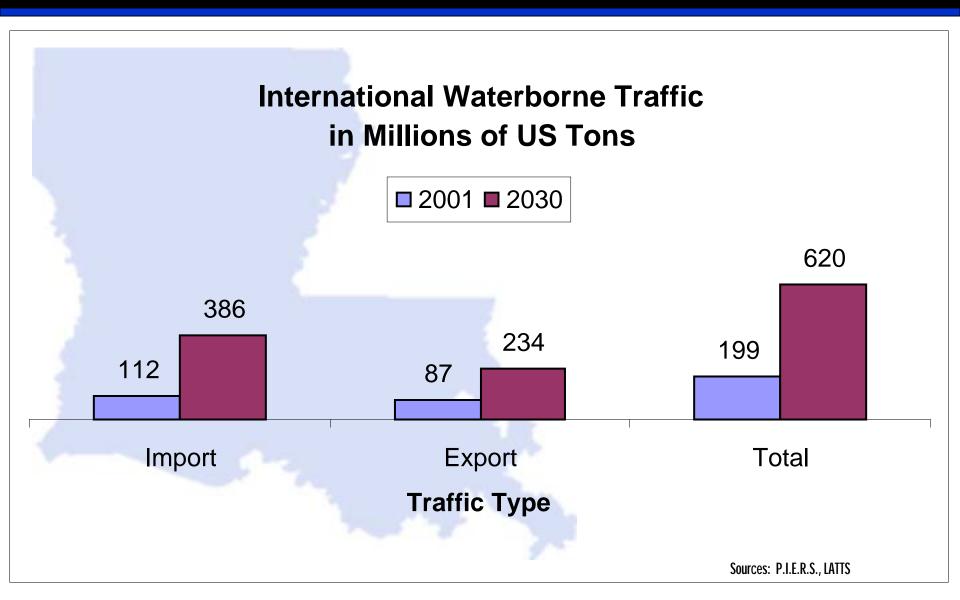






Louisiana International Water Tonnage

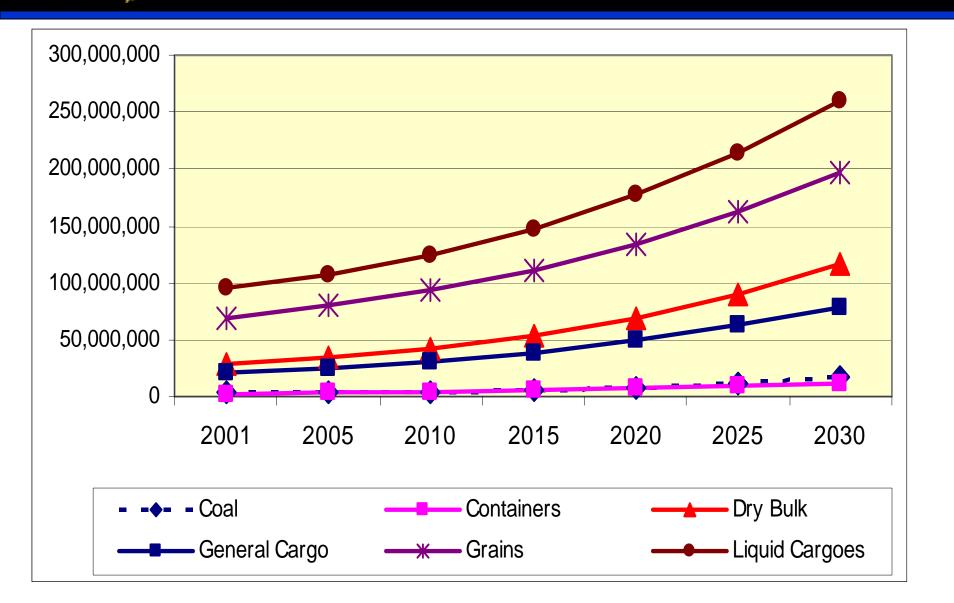






Maritime Needs: Cargo Projections, Maritime Exports/Imports

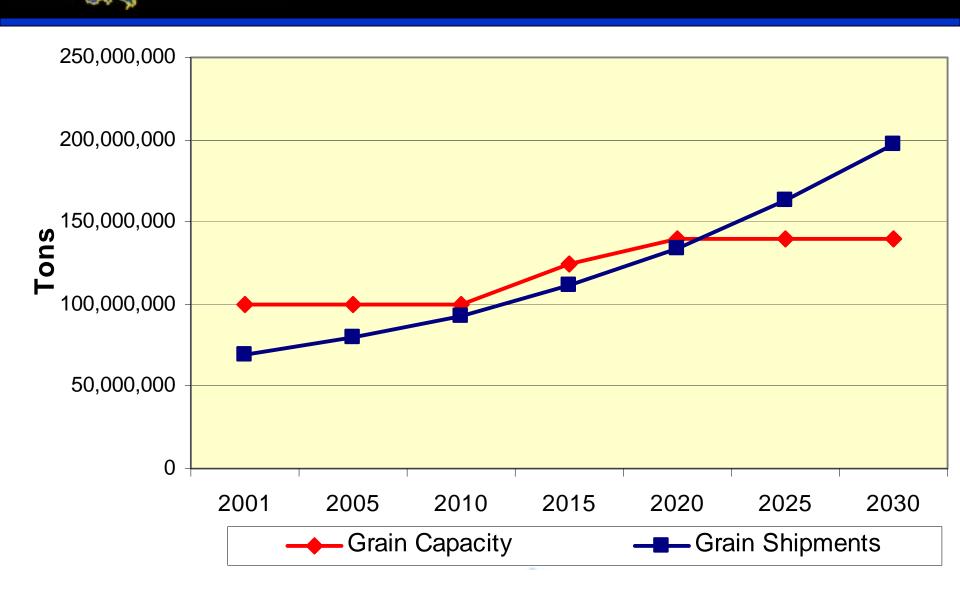






Maritime Needs: Grain Shipments and Capacity, 2001-2030

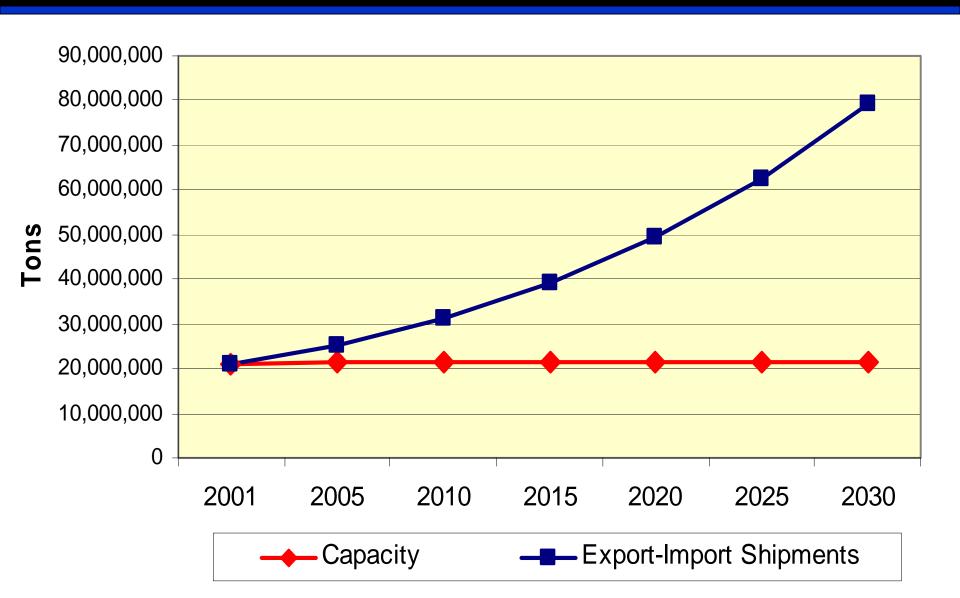






Maritime Needs: General Cargo Shipments and Capacity, 2001-2030

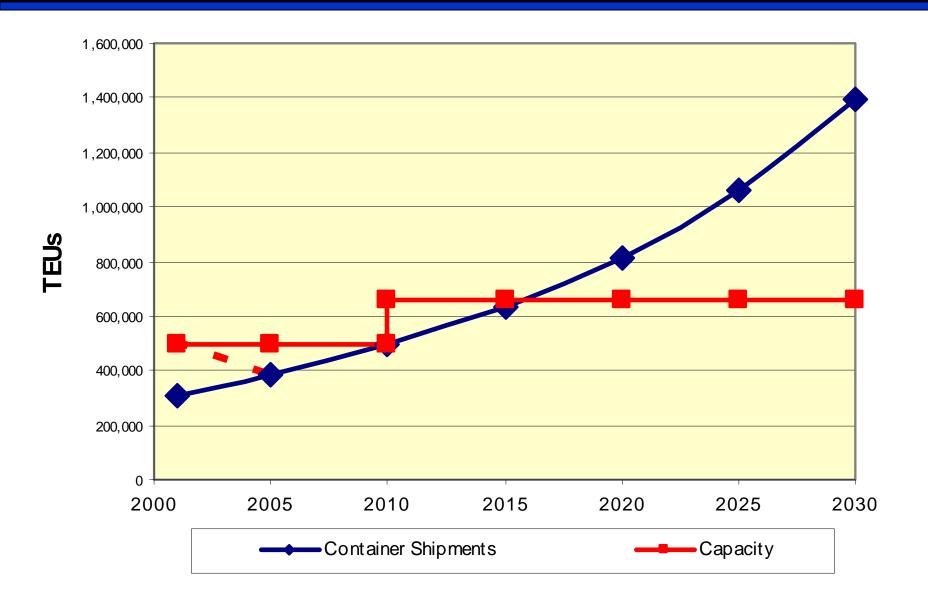






Maritime Needs: Container I/E and Capacity, 2001-2030









Estimated Maritime Investment Needs

	Year 2002		Year 2007	
Source of Funds	\$ millions	share	\$ millions	share
Port Priority Program	24.5	7%	50.0	9%
Capital Outlay Program	17.0	5%	17.0	3%
Self Generated Funds	91.0	24%	127.0	24%
Subtotal	132.5	35%	194.0	36%
Private Investments	244.0	65%	341.0	64%
Total	376.5	100%	535.0	100%





Maritime Recommendations Scenarios 1A and 1B

- ➤ Continue Port Priority Program (M-1) -- \$735 M (\$24.5 M/year)
- ➤ Support improvements for Federal waterways (M-5) GRF
 - ✓ Improve access to shallow-draft ports; deepen the Atchafalaya River Navigation Channel
 - **✓ Enlarge the Calcasieu Ship Channel for access to the Port of Lake Charles**
 - ✓ Complete the Inner Harbor Navigation Lock
 - ✓ Deepen the Mississippi River to Baton Rouge
- ➤ Continue to work through the Gulf Rivers Intermodal Partnership (GRIP) to increase utilization of the inland waterway system and of coastal shipping (M-8)
- ➤ Support development of the "Millennium Port" through public / private partnership (M-9)





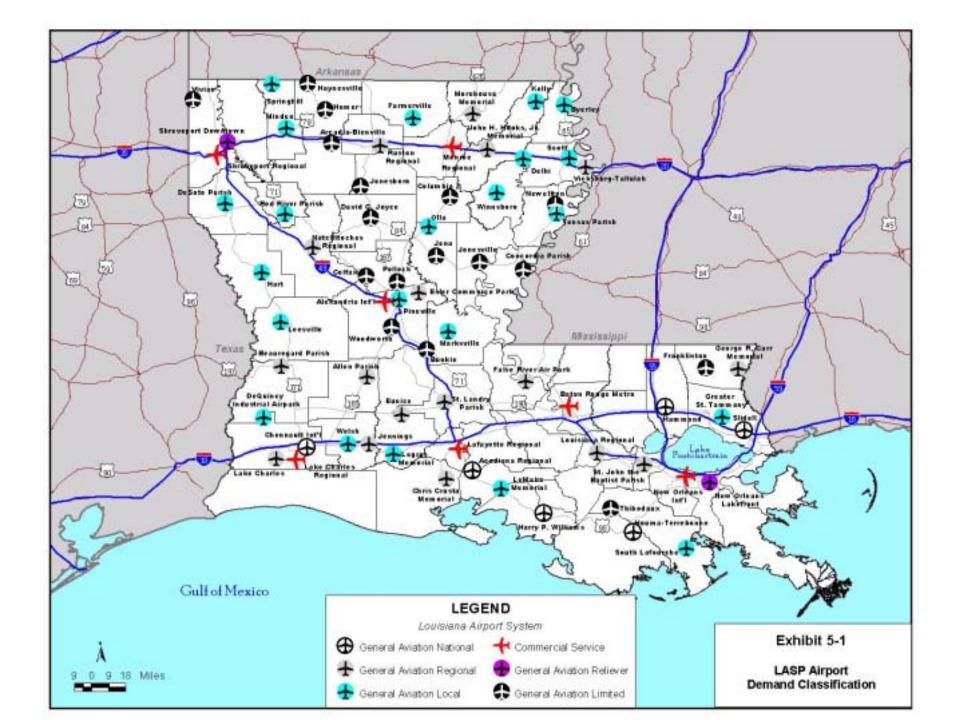
Maritime Recommendations Scenarios 2 and 3

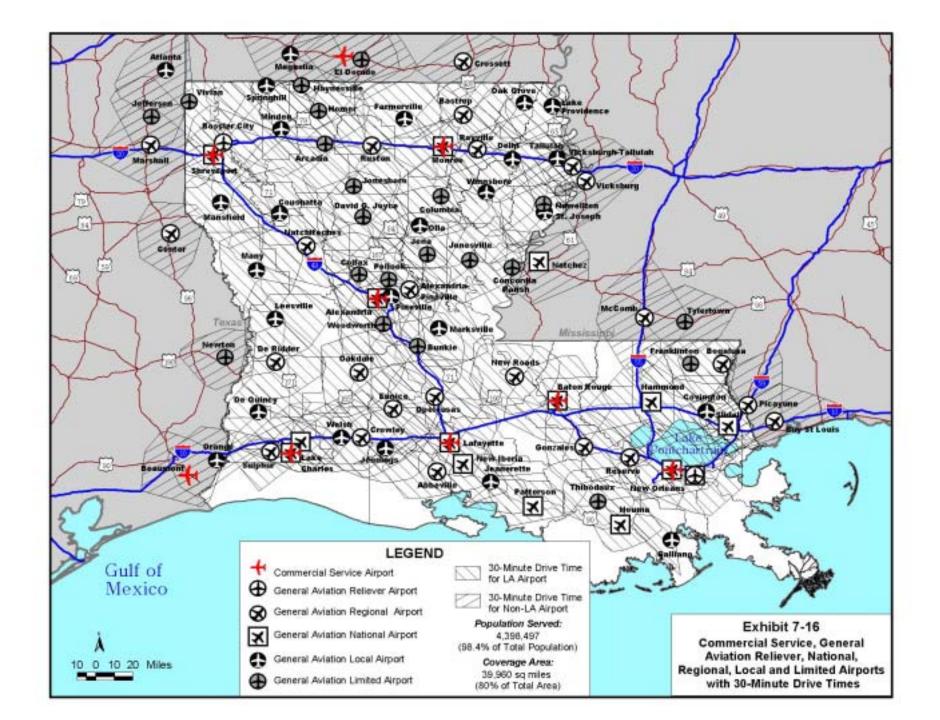
- ➤ Increase Port Priority Program (M-1), +\$350 M
 - √ Gradual increase to \$40 M in 2008
 - ✓ Protect from inflation thereafter
- ➤ Address technical modernization (M-2) and OCS exploration (M-3) through Port Priority Program – no set-asides
- ➤ Statewide Maritime Marketing Program (M-4) (\$0.5 M/year takedown from Port Priority Program)
- ➤ Improve intermodal connectors (M-6 & 7) Scenario 2 Highways





Aviation **Needs and Recommendations**









Commercial Enplanements Trends: 1991 – 2000

Average Annual Growth (% Average Annual Growth Rate)

- Alexandria International Airport (Began Operation in 1996): 68,000 (@ Esler Regional, 1991) to 134,000 (+ 8.0%)
- ➤ Baton Rouge Metropolitan Airport: 448,500 to 435,200 (- 0.3%)
- Lafayette Regional Airport: 130,160 to 189,200 (+ 4.2%)
- ➤ Lake Charles Regional Airport: 62,000 to 82,900 (+ 3.3%)
- ➤ Monroe Regional Airport: 112,400 to 126,900 (+ 1.4%)
- > New Orleans International Airport: 3,274,000 to 4,940,000 (+ 4.7%)
- > Shreveport Regional Airport: 310,900 to 379,600 (+ 2.2%)
- Total: 4.4 Million to 6.3 Million (+ 4.0 %)





Commercial Enplanements: Forecast

	2000	2015	2030	Average Projected Annual Growth (%)
Alexandria	134,000	247,000	432,100	+4.0%
Baton Rouge	435,200	494,600	687,500	+1.5%
Lafayette	189,200	341,500	589,300	+3.9%
Lake Charles	82,900	138,300	230,700	+3.5%
Monroe	126,900	153,100	235,700	+2.1%
New Orleans	4.94 m	8.63 m	14.44 m	+3.6%
Shreveport	379,600	447,500	707,000	+2.1%





General Aviation

Aggregate Operations

> 2000: 1.50 million

> 2015: 1.76 million

> 2030: 2.09 million





Air Cargo Domestic Tonnage

Total Volume (% of Statewide Total)

- New Orleans International Airport: 85,815 (71.2%)
- Baton Rouge Metropolitan Airport: 3,106 (2.6%)
- Shreveport Regional Airport: 30,020 (24.9%)
- Lafayette Regional Airport: 1,211 (1.0%)
- Monroe Regional Airport: 79 (0.1%)
- Alexandria International Airport: 71 (0.1%)
- Lake Charles Regional Airport: 161 (0.1%)
- Total: 120,463





Air Cargo

Total International Tonnage by Trading Partner

New Orleans International Airport

Mexico City, Mexico: 115

Gander, Canada: 96

> San Pedro Sula, Honduras: 87

Montreal, Canada: 77

> Santiago, Chile: 33

> Toronto, Canada: 30

Guayaquil, Ecuador: 27

> Cancun, Mexico: 15

> Other: 18





Air Cargo Domestic Forecast

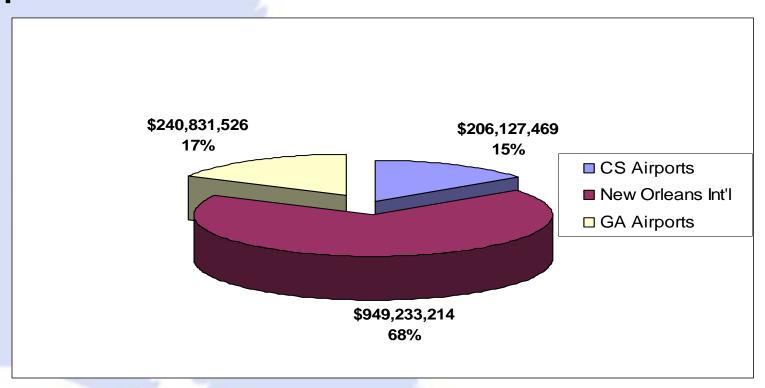
Total Annual Tonnage

City	Airport Name	2000	2015	2030
Alexandria	Alexandria International	71	114	222
Baton Rouge	Baton Rouge Regional	3,106	4,972	9,707
Lafayette	Lafayette Regional	1,211	1,938	3,785
Lake Charles	Lake Charles Regional	161	258	503
Monroe	Monroe Regional	79	126	247
New Orleans	New Orleans International	85,815	138,337	270,245
Shreveport	Shreveport Regional	30,020	48,054	93,819
Total		120,463	193,799	378,528





Capital Costs



Total Cost: \$1.4 billion





Aviation Recommendations Scenarios 1A and 1B

- > Address infrastructure deficiencies for existing airports (A-4)
- Acquire easements for obstruction removal (A-6)
- Update intrastate air service study (A-7)
- Study vertical take off aircraft role (A-8)
- Support continued development of passenger & air cargo facilities at all commercial service airports (A-16)
 - ✓ Alexandria International Airport
 - ✓ Baton Rouge Metropolitan Airport
 - ✓ Lafayette Regional Airport
 - √ Lake Charles Regional Airport
 - ✓ Monroe Regional Airport
 - ✓ New Orleans International Airport
 - √ Shreveport Regional Airport
- Support the private development of a new air cargo / intermodal center in SE Louisiana (A-9)





Aviation Recommendations (continued) Scenarios 1A and 1B

- > Fund airfield & terminal capacity improvements statewide (A-10)
- ➤ Support GA and Reliever Maintenance Program (GRF) (A-14)
- ➤ Support reauthorization of Federal Airport Improvement Program (A-15)





Aviation Recommendations Scenarios 2 and 3 Recommendations

- Aviation Marketing Program (A-5) \$60 M total (\$2 M/yr)
- > Fund airfield & terminal capacity improvements (A-10)
- ➤ New Orleans International: New runway (A-11)
 - √ \$200 M Federal
 - √ \$150 M Local
 - √ \$100 M State
 \$450 M Total
- ➤ Increase State support for aviation (A-13) \$300 M
 - √ \$10 M increase in 2003, (from \$5 M/yr. To \$15 M/yr.)





Non-Highway Summary Scenarios 2 and 3 Recommendations

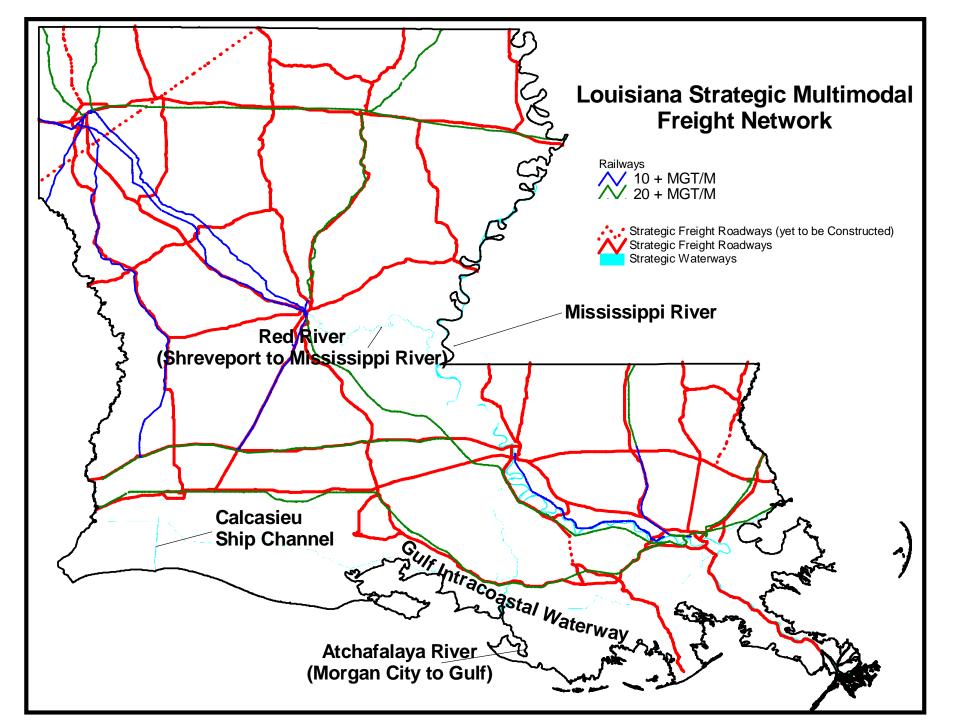
- **➤ New state funding = \$1.58 Billion**
- **≻Major initiatives:**
 - ✓ NOIA CBD Light Rail: \$175 M
 - ✓ Rural Transit Initiatives: \$6 M /yr.
 - ✓ One-Stop Truck Center in N. Louisiana: \$20 M
 - √ Short-Line Railroad Program: \$5 M /yr.
 - ✓ Railroad-Highway Grade Separation Program: \$5 M /yr.
 - ✓ Increase Port Priority Program funding by \$15.5 M /yr. (\$0.5 M /yr. take-down for marketing)
 - ✓ Aviation Marketing Program: \$2 M /yr.
 - ✓ Additional Runway at NOIA: \$100 M
 - ✓ Increase State Aviation Program: \$10 M /yr.





Multimodal Recommendations

- > Educate / inform Louisiana's Congressional Delegation
 - ✓ Louisiana's transportation needs
 - ✓ Louisiana's transportation priorities
 - √ Advance special federal funding requests
- **➤ Continue / Expand Modal Advisory Councils**
- ➤ Identify Strategic Freight Transportation System







What's Next?

- > Regional presentations of the Plan
- ➤ Initiate formal, 45-day public comment period in accordance with LDOTD procedures
- Report to the LIIEP Commission (March) to present & discuss input; modify Plan as needed
- ► LIIEP Commission adopts Plan as the Official Statewide Transportation Plan





THANK YOU!